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EUROPEAN AND RIKISHAMEN.

**Alleged Robbery of
Twenty Dollars.**

A SMART EYE-WITNESS.

Two rikisha coolies, Chan Ngan and Li Tan-so, were this morning charged by Detective Sub-Inspector John O'Donovan before Mr. E. H. Williams in the Second Court, with the larceny of \$20 from Mr. Roy W. Webber, of A. S. Watson & Co., Ltd.

Mr. Leo d'Almada, sen., appeared for the first defendant, whilst Mr. Horace Lo appeared for the second. Mr. Lo intimated that he would like to know a little about the case.

Police Statement.

Sub-Inspector O'Donovan said that on Monday at 12.30 a.m., the two defendants were seen pulling Mr. Webber in a rikisha along Queen's Road Central, and on reaching the entrance of the Hong Kong and Shanghai Bank building they were observed to search him. Then they carried Mr. Webber and put him over the fence into the shrubbery on the banking. A witness had the presence of mind to note the rikisha's number, and after doing so went in search of the Police. He came across two detectives, and the party then proceeded to locate the vehicle. They arrested the second defendant, and with his assistance caught the first man about a quarter of an hour later in Queen's Road. First defendant was overheard to say to the second man: "Give the Police some money and they will let us go." It was then that the second defendant pushed \$20 (the stolen money) into the pocket of one of the detectives. Those were the brief facts of the case.

Request for Bail.

Mr. Lo intimated that in view of the evidence against the first defendant being so flimsy, would the Police not consider bail?

Inspector O'Donovan replied that he was not prepared to do so, and added that there might be a further charge of offering a bribe, because \$20 was a rather large sum.

His Worship adjourned the case to Tuesday.

BAD CHARACTER. OBTAINS MONEY ON FALSE PRETENCES.

CURIOUS STORY.

A curious story was told to Mr. H. R. Butters this morning when a Chinese named Kwok Ping was charged with obtaining \$15. by false pretences from the wife of a countryman named Mak Kam, who is stated to be unemployed.

Detective-Sergeant Brown said that the complainant promised to get a job for the accused as a fireman in an hotel in Kowloon and the two went together to see about it. At the hotel the complainant asked accused to wait outside whilst he went in to speak to the No. 1. When complainant returned a few minutes later, he found that accused was gone.

Accordingly complainant returned home and was informed by his wife that accused had called and, using the complainant's name, obtained \$15 from her on the pretext that the money was required as security for the job.

Complainant immediately informed the Police, and accused's arrest followed.

The Magistrate, after inspecting the accused's "record," which showed that he had been convicted once for indecent assault, and again for fighting, passed sentence of three months' hard labour, and ordered the accused to undergo two years' Police surveillance on the expiry of the jail term.

CHINA'S NEW TARIFF.

Nanking, To-day.

The new tariff schedule has caused its third reading at a meeting of the Finance Committee of the Legislative Yuan. It will be brought up at the plenary session of the Yuan on Saturday for approval. The tariff schedule is considered to be a very important measure, and it is expected that it will be passed without any amendment.

FAR EAST AIR MAILS BEING HELD UP?

**Allegations Made in
House of Commons.**

PERMISSION TO LAND

London, Yesterday.

In the House of Commons to-day, Mr. J. Mander (Liberal) asked for information regarding the establishment of an air mail service from Britain to the Far East, and whether the Government of India were "still refusing permission to the Imperial Airways to operate a route from Karachi onwards across India."

Mr. F. Montagu replied that the Government of India was providing a series of aerodromes between Calcutta and Victoria Point, but the route would not be ready before the end of the year. He said that Imperial Airways had submitted tentative proposals to provide a weekly air mail service from Britain to Australia via Calcutta, Rangoon, and Singapore, which was at present being considered.

He understood that the Government of India were considering proposals to operate an Indian State air service between Karachi and Calcutta.

Mr. Mander asked: "Why is the Government of India holding up this great Imperial development?"

Mr. Montagu said that he was not prepared to accept the implication of the question, which should be addressed to the Secretary for India.—Reuter.

SIR H. STANLEY.

**REASON FOR APPOINTMENT
TO S. AFRICA.**

NATIVE AFFAIRS.

Rugby, Yesterday.

Mr. J. H. Thomas, Secretary for Dominions Affairs, stated in the House of Commons that Sir Herbert Stanley would take up his new appointment as High Commissioner in South Africa next April. The object of the appointment was to meet the changed position of the Governor-General following upon the decisions of the Imperial Conference. The British Government was responsible for the native policy in Basutoland, Bechuanaland Protectorate and Swaziland, and for certain supervisory functions in relation with native affairs in Southern Rhodesia. The Governor-General would not be responsible to the Dominions Minister, and it was essential that control of the native policy must be in the hands of someone directly responsible to him.—British Wireless Service.

SUGAR CRISIS.

**NO RISE IN PRICE TO BE
EXPECTED.**

PREFERENCE TO STICK.

Rugby, Yesterday.

During the debate raised by Lord Olivier in the House of Lords on the crisis in the West Indies sugar industry, the Colonial Secretary, Lord Passfield, said that it was difficult to expect any rise in the price of sugar so long as the present world accumulation of visible stocks remained. Regarding a sugar preference, the Chancellor of the Exchequer had made it clear that it is not his intention to withdraw the existing preference of £3 16s. 0d. per ton for the next three years.—British Wireless Service.

DUMPING OF WHEAT

**LOW PRICE DUE TO WORLD
SURPLUS.**

MOTION DEFEATED.

London, Yesterday.

The House of Commons by 224 votes to 189 rejected a private members' motion deploring the Government's inaction in connection with the dumping of foreign cereals, and urging immediate counteracting measures. The Parliamentary Secretary to the Board of Trade declared that there was no proof that Russia was dumping wheat. The motion was simply due to the world surplus.

TERRIBLE TOLL OF JAPAN 'QUAKE.

**Over 300 Persons Killed
and Injured.**

BUILDINGS DEVASTATED.

Tokyo, Yesterday.

The latest figures of the 'quake are 252 dead, 143 injured, 1,550 buildings totally destroyed, and 4,687 partially destroyed.—Reuter.

Recorded in Hong Kong.

The Royal Observatory courteously informs us that the Japanese earthquake was recorded in Hong Kong as follows:—

The longitudinal waves began at 3.17 a.m. on the 26th, the transverse waves at 3.12.50 a.m. and the surface waves at 3.16.28 a.m. The maximum northerly component of movement was 50 mms. at 3.19.0 and the maximum easterly component was 25 mms. at 3.19.0. The estimated distance of the disturbance from Hong Kong was 3,200 kms.

Earlier Cables

Tokyo, Yesterday.

The latest official report gives the death toll in the Shizuoka prefecture as 187, but Press despatches give it as 219.

Anxiety regarding the three hundred workers engaged in the construction of Tanna tunnel has been allayed by a report that apparently only five men were trapped, of whom one was rescued alive.

Railway communications at Atami have been restored, but owing to destructive fires and landslides following the 'quake, it is feared the material damage, which is heaviest in the district southward of Mishima, will amount to scores of millions of yen.

Later.

Detailed accounts of the damage and casualties are in some instances conflicting, but both official and unofficial reports indicate that the total death toll is only around two hundred.

Amongst the conflicting reports are a semi-official report that Hakonemachi was destroyed, whereas according to an official report, reaching the Home Office, only three houses were destroyed and five persons were injured.

Local military forces are assisting in the rescue work and everything possible is being done for the care and comfort of the injured and homeless, though owing to the cold, frosty weather it is feared a certain amount of suffering is inevitable.

Later.

According to details received by the Home Office, the death toll is now raised to 223. The injured number 146 and the missing 8.

The buildings destroyed are 655 and partially destroyed 4,600.

An official dispatch reaching the Home Office says it is confirmed that all the houses in Hakonemachi except three have been destroyed, whilst fifteen persons are dead and eight missing.—Reuter.

MODERATE.

To-day's weather report from the Royal Observatory states:—

The anti-cyclone has dissipated. A depression has formed over N.E. Japan and a new anti-cyclone over N. China.

Moderate to fresh monsoon, prevailing along the S.E. coast of China and over the N. China Sea.

Forecast:—N.E. winds; moderate; fair.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 95.19 inches against an average of 81.88.

Temperature.	
The temperature at certain specified centres this morning at 6 o'clock was:—	
Hong Kong	68
Macao	67
Puerto Rico	74
Manila	70
Fookien	69
Amoy	68
Swatow	68
Shanghai	64
Shanghai	45

"FIGHT TO A FINISH"

**SEVEREST BATTLE
EVER FOUGHT.**

YUNNAN CHAOS

**NO HOPE OF PEACE
EXTENDED.**

Canton, Yesterday.

After the collapse of the Northern coalition, the Ironside-Kwangsi insurgents have realised that they cannot keep up a stand in Kwangsi any longer. They have decided at a military conference held in Nanning to fight their way out to Yunnan, which, should they achieve a success, would be taken as their base, for the expansion of their military strength against the Central Government.

On November 11, the majority of the rebels sent from Liuchow and Kweilin, together with those stationed in Nanning, assaulted the Yunnanese in Wu-ming. In view of the surprise attack, the Yunnanese had to abandon Wu-ming.

BRITISH CLAIMS.

**Full Payment By China
Demanded.**

London, Yesterday.

In the House of Commons to-day, Mr. Arthur Henderson assured a questioner that all British creditors were being fully considered in the discussions in Nanking with the Chinese Government. "His Majesty's Minister has made it clear that any solution proposed by the Chinese Government should provide full payment of all valid British claims at the earliest possible moment."—Reuter.

ming and retreat to Ping-ma, midway between Nanning and Posh, where they engaged in a severe battle with the insurgents lasting five whole days. During the engagement, both sides suffered from 2,000 to 3,000 casualties. This is said to be the most severe battle that the Yunnanese ever fought, since they participated in the Kwangsi campaign.

Yunnanese Withdrawal.

In order to facilitate the transport of ammunition and food supply from Yunnan, the Yunnanese in Kwangsi are reported to have withdrawn to the Kwangsi-Yunnan borders, where they will be reinforced by a large contingent of Government troops, despatched by General Lung Yun, chairman of Yunnan.

Settlement Hopeless.

Judging by the above battle, it seems to indicate that the insurgents under Chang Fat-kuei and Pei Hsueh-hsi have not had the slightest intention to come to an arrangement in peacefully settling the Kwangsi situation. What they desire is to fight their way out to Yunnan and take that province as a base of their military operations.

According to reports, the insurgent leaders have secretly commissioned officers to Yunnan with the object of linking up with the disappointed militarists, Tang Chi-yu, a younger brother of the late Tang Chi-yao, ex-military Governor of Yunnan, Hu Yueh-yu, the former Yunnan commander, etc., who are being utilised to stage a coup at the rear of the Yunnanese when hostilities take place.

Message to Yunnan.

The insurgents are, it is reported, heading in two directions for Yunnan, one from Posh to Po-sai under the command of Pei Hsueh-hsi, and the other from Liuchow to Mingze, under Chang Fat-kuei. The vanguard of the insurgents are said to have ap-

DISMISSAL OF CIVIL SERVANTS.

**Ten Thousand Likely to
Be Effected.**

WORK ON THE ROADS?

New York, Yesterday.

The Associated Press at Buenos Aires says that Argentina will be faced by the tremendous deficit of 15,000,000 pesos at the end of the financial year. The Ministry of Finance has decided that it is necessary to dismiss 10,000 civil servants and other State employees, but in order to mitigate the resultant unemployment, the Government are contemplating a scheme of road construction for which, say, "4,000 labourers will be required."—Reuter's American Service.

proached to the Kwangsi-Yunnan borders, and may come into contact with the Yunnanese at any moment.

Yunnan Troop Movements.

To strengthen the border defence, General Lung Yun, C.-in-C. of the 10th Route Army, has personally led a strong detachment of troops to Kwangnan on the Yunnan-Kwangsi borders, so as to deal with the menace of the insurgents.

Ammunition from Annam.

It will be recalled that the Ironside-Kwangsi insurgents were short of ammunition, as previously reported, and that they had to avoid any direct encounter with the Government troops for a period of several months. But since they have bought a large quantity of ammunition from Annam, they immediately launched the offensive against the Yunnanese.

Turn-Over of Nanning.

On account of the insurgents having devoted their full attention to the capture of Yunnan, they will give up Nanning voluntarily. The 8th Route Army H.Q. has ordered the 1st and 16th newly organised divisions under Chen Chin-yu and Li Teh-ying to take Nanning with the shortest possible time. It is predicted that Nanning will be peacefully taken over by the Government troops upon their arrival, and further resistance by the insurgents is not expected.

Yen Leaving Shansi.

Because of the frequent visit on Taiyuan of National planes, the Shansi generals Shang Chen and Hsu Yung-chang have sent officers to inquire Yen Hsi-shan about the actual date of his departure, on the ground that they may report to the Central Government with the request to cease further air raid on Taiyuan.

On Monday last, over 20 motor buses fully loaded with belongings of the Shansi warlord were witnessed to have left Hophchun for Tientsin, via Tatung, an indication of Yen's early departure for Japan.

Special Train.

General Chang Hsueh-liang has wired to Chairman Wang Shu-hsiang of Hopei, instructing him to send a special train to Shih-chiuchwang for the conveyance of Yen Hsi-shan to Tientsin. Yen will probably leave China upon the arrival of General Chang Hsueh-liang at Peking from Nanking.

After the departure of Yen Hsi-shan the National Government will issue an order to General Shang Chen, entrusting him with the rehabilitation of Shansi. The military pay of Shansi troops was three months in arrears, payment being made to the month of August. The Shansi bank notes are refused acceptance by the inhabitants.—Canton News Agency.

Yen Undecided.

Peking, Yesterday.

A message from Taiyuan states that Yen Hsi-shan has made up his mind to go abroad, but is undecided whether to proceed via Tientsin to Japan or to Europe via Urga.

He wants a personal guarantee of safety from Chiang Kai-shek and Chang Hsueh-liang.

Nanking, Yesterday.

In response to an enquiry, the National Government has wired to Shang Chen that it will not take any action against Yen Hsi-shan so long as he leaves the country.

"RED" ANTI-BRITISH ALLEGATIONS.

**No Grounds Exist
for Protest.**

ATTACK BY "PRAYDA".

London, Yesterday.

The anti-British allegations at the Moscow conspiracy trial attracted attention in the House of Commons at question time to-day, Sir Rennell Rodd and Sir Alfred Knox asking whether the British Government intended to protest officially as the French had done.

Mr. Arthur Henderson said that the documents issued from the Russian Press included depictions in which private individuals made unfounded allegations against British subjects and the Government, mostly relating to the years 1927 and 1928. The accompanying summary, signed by the Public Prosecutor, contained passages involving another foreign power. It did not refer to the British Government or subjects, therefore, no grounds could exist for protest.

Sir Alfred Knox drew attention to the recent issue of Pravda, directly implicating the British Government.

Mr. Henderson said that he had not seen Pravda, but promised to consider any points that Sir Alfred Knox would supply him with.—Reuter.

DR. FRACHTENBERG

**DEATH OF NOTED AUSTRIAN
ANTHROPOLOGIST.**

AIDED JEWISH CAUSE.

Waterloo, Iowa, Yesterday.

The death occurred to-day of the anthropologist, Dr. Leo Joachim Frachtenberg, in his forty-seventh year.—Reuter's American Service.

[Dr. Frachtenberg was born in Czernowitz, Austria, in February, 1883, and was educated first at the Imperial Royal Gymnasium at Przemyel, and later, in 1904, when his family emigrated to America, at Cornell University, where he graduated and obtained his Master of Arts degree and, in 1912, Doctor of Philosophy. On leaving Cornell, he took up a post of lecturer in anthropology in Columbia University. During the War, Dr. Frachtenberg acted as translator to the War Department in Washington. He achieved fame as an anthropologist chiefly by his ethnologic researches among the Indian tribes of North America, especially those living on the Pacific coast, seeking the establishment of genetic relationships between the several languages spoken by the Indians of the north-west coast. Dr. Frachtenberg, himself a Jew, was keenly interested in Jewish welfare, and was regional director of the Palestine Foundation Fund.]

COTTON INDUSTRY.

**RESTORATION OF SPINNING
SECTIONS.**

Rugby, Yesterday.

The President of the Board of Trade, Mr. William Graham, in the House of Commons to-day, stated that the matters discussed at the recent Manchester Conference with representative sections of the cotton trade were on the value of a formation of larger units as an aid to the restoration of the spinning section, certain technical matters such as the use of Indian cotton, and the effect of external factors on the prosperity of the cotton industry. The discussions with representatives of manufacturers will be continued at an early date.—British Wireless Service.

DISARMAMENT.

**PERMANENT COMMISSION TO
BE SET UP.**

Geneva, Yesterday.

The Disarmament Committee to-day adopted the article of the draft convention providing for the establishment at Geneva of a permanent disarmament commission for the purpose of seeing the convention carried out. Members will not sit as the representatives of their respective Governments.

LORD SANKEY'S 12 POINTS ON INDIA.

**Choice of Suitable Basis
of Discussion.**

FEDERAL UNION.

Rugby, Yesterday.

The Federal Relations Committee of the Indian Round Table Conference has been summoned to meet to-morrow when, it is understood, at the request of the British Indian Delegation for the co-option of all the remaining British Indian members will be considered. The Committee which, it is anticipated, will be reconstituted as a committee of the whole Conference, will meet on Friday as arranged, to commence a study on the heads of the subjects which the Lord Chancellor was requested to draw up. The list of the heads of subjects was issued to all delegations to-night.

The list of heads of subjects has been drawn up by Lord Sankey at the express request of the Federal Relations Committee, but they are submitted to the committee on the clear understanding that their acceptance does not exclude from discussion any other question, such, for example, as a unitary Government.

If, however, the suggestion were accepted that the present and future prosperity of India can best be promoted by a federal union of all India, effected on principles just to all parties and persons concerned so as to secure the diversified interests of the several States and provinces and to ensure efficiency, harmony and stability in the work of union, then the following heads would, in Lord Sankey's opinion, afford a suitable basis of discussion:—

Lord Sankey's List.

Firstly, component elements of federation, secondly the type of federal legislature and number of chambers of which it should consist; thirdly, the powers of the federal legislature; fourthly, the number of members composing the federal legislature and, if the legislature is of more than one chamber, then of each chamber, and their distribution among the federating units; fifthly, the method whereby the representatives from British India and from the Indian States are to be chosen; sixthly, the constitution, character, powers, and responsibilities of the Federal Executive; seventhly, the powers of the Provincial Legislatures; eighthly, the constitution, character, powers and responsibilities of the Provincial Executives; ninthly, the provision to be made to secure the willing co-operation of minorities and special interests; tenthly, the question of establishing a Supreme Court and its jurisdiction; eleventhly, defense forces; twelfthly, relations of the Federal Executive and that of the Provincial Executives to the Crown.—British Wireless Service.

SCHNEIDER TROPHY

**R.A.F. OFFICERS ALLOWED TO
PARTICIPATE?**

LOAN OF SEAPLANES.

Rugby, Yesterday.

Mr. F. Montagu, Under-Secretary for Air, was asked whether, regarding next year's Schneider Trophy Race, the condition attaching to the loan of Supermarine 38 and Glouster Napier seaplanes could be removed, thus allowing Royal Air Force officers to participate in the contest.

Mr. Montagu said that he understood that the International Aeronautical Federation would meet early next month to discuss certain outstanding questions regarding the race. Arrangements have been provisionally made for a meeting after that date between the Air Ministry and the Royal Aeronautical Club. In the meantime he could not make any announcement.—British Wireless Service.

From Cannes comes news of the death of Vice-Admiral Francois Lavalaine de Mauberge, of the French Navy, at the age of 57. He served in the Atlantic during the

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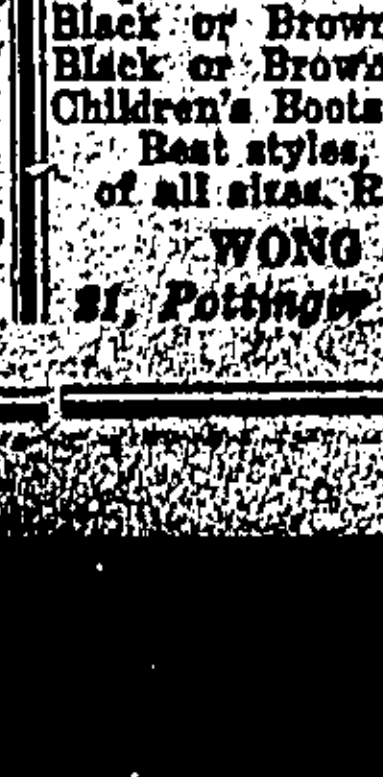
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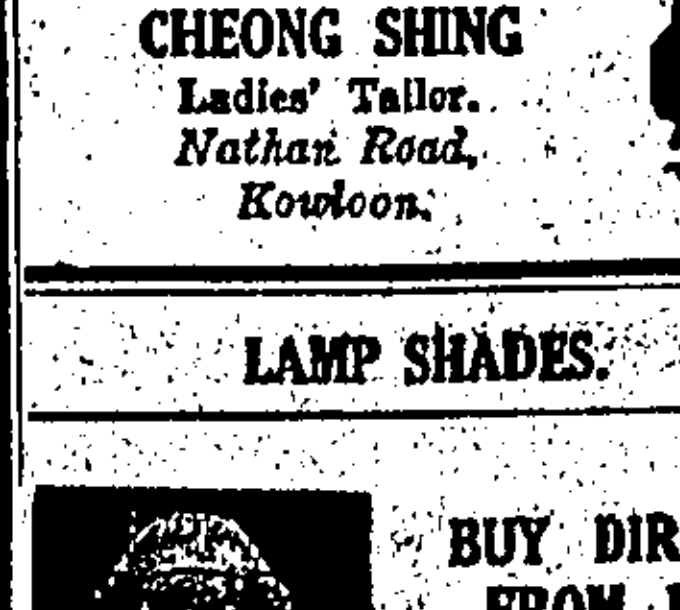
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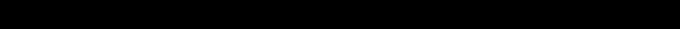
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M.V. "COL DI LANA"	Dec. 9	Dec. 9
S.S. MONCALIERI	Nov. 30	Jan. 8
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S.S. CARIGNANO	Dec. 31	Feb. 8
S.S. PILSNA	Jan. 9	Jan. 24

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Thursday, 11th December.
CHICHIBU MARU	Sunday, 21st December.
TAIYO MARU	Wednesday, 3rd December.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Wednesday, 3rd December.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 29th Nov. at 7 a.m.
HAKOZAKI MARU	Saturday, 13th December.
TERUKUNI MARU	Tuesday, 23rd December.
SYDNEY & MELBOURNE via Manila & Ports.	Thursday, 27th November.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 11th December.
+ CALCUTTA MARU	Thursday, 11th December.
KAGA MARU	Thursday, 11th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Monday, 22nd December.
RAKUYO MARU	Wednesday, 17th December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Wednesday, 17th December.
KANAKURA MARU	Thursday, 11th December.
NEW YORK, BOSTON via Panama.	Thursday, 11th December.
+ TAKAOKA MARU	Friday, 12th December.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Friday, 12th December.
+ DAKAR MARU	Friday, 12th December.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 30th November.
+ PENANG MARU	Monday, 8th December.
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 29th November.
TANGO MARU (Calls Moji)	Monday, 2nd December.
KAMO MARU	Sunday, 14th December.
KATORI MARU	Sunday, 14th December.

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	Sunday, 14th December.
ANDES MARU	Wednesday, 24th December, 1930.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singa- pore, Colombo, Durban & Cape Town.	Friday, 28th November.
RIO DE JANEIRO MARU	Tuesday, 30th December.
MONTEVIDEO MARU	Thursday, 4th December.
BOMBAY—Via Singapore & Colombo.	Thursday, 4th December.
SUMATRA MARU (Calls at Karachi)	Thursday, 4th December.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN- ZIBAR & MOMBASA—Via Singapore & Colombo.	Thursday, 18th December.
CANADA MARU	Saturday, 6th December.
CALCUTTA—Via Singapore, Penang & Rangoon.	Tuesday, 2nd December.
TACOMA MARU	Thursday, 18th December.
MADRAS MARU	Monday, 15th December.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	Monday, 15th December.
ARABIA MARU (from Shanghai)	Saturday, 6th December.
MELBOURNE—Via Manila, Brisbane & Sydney.	Saturday, 6th December.
* SYDNEY MARU	Saturday, 6th December.
* (Calls at Wellington & Auckland.)	
HAIPHONG—Via Hanoi & Fakhof.	Saturday, 6th December.
NEW YORK—Via Japan Ports & Panama.	Saturday, 6th December.
HOKURIKU MARU	Saturday, 6th December.
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	Tuesday, 9th December.
SEATTLE MARU	Tuesday, 9th December.
* (Takao & Keelung via Amoy.)	
KEELUNG—Via Swatow & Amoy.	Sunday, 30th November, Noon
HOZAN MARU	Sunday, 30th November, Noon
TAKAO—Via Swatow & Amoy.	Sunday, 30th November, Noon

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NEW GREETINGS THE OLD.

Ancient & Modern Ships in Portsmouth Harbour.

In Portsmouth Harbour lie two notable ships, H.M.S. Furious and H.M.S. Courageous, once the latest word in battle cruiser construction and "Fisher's pride."

These two ships played their part in the war, with others of their class, though from a point of view of efficiency they can hardly be said to have realised the expectations of their designers.

Probably, by now, they would have been nearing the end of their effective careers had they not undergone a renaissance from which they have emerged rejuvenated and with an entirely new sphere of usefulness.

They are active fighting units no longer; from now on as air-plane carriers they are the eyes of the Fleet.

Almost unrecognisable, with wide flat decks, high aloft, from which the airplanes take off and land, and beneath which they are stored, they present a weird aspect.

The big guns, fore and aft, are gone, and are replaced with the high angle-anti-aircraft variety, and the ships are now affectionately dubbed "Noah's Arks."

Courageous, recently arrived, lies anchored up the harbour, but Furious is moored to a wharf, not a stone's throw from the most famous ship in the Royal Navy, H.M.S. Victory, Lord Nelson's flagship, rigged and restored as she was at Trafalgar, one hundred and twenty-five years ago!

What would the personnel of the present Navy make of Victory and the conditions which obtained over a century ago?

What a contrast between these two neighbours! Furious, dark, rectangular, lofty, and utilitarian—a floating warehouse, looking almost like a part of the dock buildings—and Epstein's symbol of a mass-producing mechanical age.

Across the way, her towering masts dominating the skyline, lives Victory, the nation's heirloom.

The black and yellow banded hull and scarlet-lined gun ports are quite festive.

The grace of her masts, the artistry of her yards and cordage, and the dignity of her many windowed stern are all products of a bygone age, an age of craftsmen and individual skill—the ages meet indeed!

TRAINING SHIP.

SPLendid WORK IN SOUTH AFRICA.

The decision of the Admiralty to name one of the new submarines Thames is a reminder, says the Journal of Commerce, that the former ship of that name, a cruiser dating from the 'eighties, is now the General Botha, the South African training ship, and is doing splendid work passing well trained youngsters into the Navy and Merchant Service. Sailors on the South African trade know her well, as she lies in Simon's Bay, and the old-timers appreciate in particular the excellent boat work done by the lads on board, but apart from them she has attracted little attention outside South African circles, and the excellent work that she is doing deserves greater recognition. She has now been on training ship duty for about eight years, and it is the proud boast of those who are in charge that only one boy out of well over 250 has failed to justify their efforts. She trains for both the Navy and the Merchant Service, and the South African Government has an arrangement with the Admiralty whereby boys who go through her have special facilities for cadetships in the Royal Navy, although apparently this chance has only appeared to one lad up to now. But five others have gone into the lower deck of the Royal Navy and have done well, 38 have entered the South African Navy, and another 85 the fleet of the South African Railways and Harbours Department, but by far the majority, 189 in all, have passed out of the ship and gone to sea as apprentices under the SHIPBOARDING 22 scheme, lines of which the South African Government has taken over.

BRITISH DOCKS.

G.W.R. PLACE £240,000 ORDERS.

The directors of the Great Western Railway Company decided to place a contract with Messrs. Vickers-Armstrongs, Ltd. for the supply and erection of 13 coal hoists at Barry Docks, at a cost of nearly £200,000.

Approval was also given to the placing of an order for a new steamer for use in connection with the ocean liner traffic at Plymouth at a cost of about £10,000.

Although satisfactory terms have been agreed with the Government in respect of the proposed new entrance at Swansea Docks and the extension of the breakwater at Port Talbot, the board decided to defer (pending further consideration) in placing of contracts for these works, as they are not at present satisfied that there is a reasonable prospect of the capital expenditure involved—viz., £1,340,000—being ultimately remunerative.

WARSHIPS IN PORT.

The following British warships are in harbour to-day:—

Berwick—West wall dock.
Bruce—South wall.
Kent—North arm.
Marazion—in dock.
Medway—No. 2 buoy.
Moorhen—East wall.
Moth—East wall.
Odin—in dock.
Otus—in dock.
Petersfield—North arm.
Scrapp—No. 11 buoy.
Sirdar—No. 7 buoy.
Stormcloud—No. 12 buoy.
Tamar—Basin.
Thracian—No. 8 buoy.

Foreign Men-of-War.
Argus—French gunboat.
Mindanao—American gunboat.
Truxton—American gunboat.
Uji—Japan gunboat.

ARRIVALS OF SHIPS.

Tuesday, November 25.
Kofuku Maru, Japanese str., 4,279 tons, Capt. Y. Inoue, from Singapore, Stonecutters.—N.Y.K.
Sancho Maru, Japanese str., 694 tons, Capt. M. Tsuge, from Keelung, Yau-mat.—M.B.K.
Wednesday, November 26.
Bintang, Danish str., 1,725 tons, Capt. H. Halling, from Hol-ho, buoy No. B36.—John Manners & Co.
Calcutta Maru, Japanese str., 3,214 tons, Capt. G. Kaneko, from Shanghai, Kowloon Wharf.—N.Y.K.

Chenan, British str., 1,355 tons, Capt. J. Newton, from Canton, buoy No. B15.—B. & S.
Chung Kong, Chinese str., 447 tons, Capt. Kwok Sai Loo, from Tourane, buoy No. C44.—Yau Lee & Co.
Dozan Maru, Japanese str., 1,673 tons, Capt. Y. Mishima, from Port Wallut, Yau-mat.—Wada Jimusho.
Durban Maru, Japanese str., 4,882 tons, Capt. C. Tanaka, from Singapore, Stonecutters.—N.Y.K.
Hai Yang, British str., 1,383 tons, Capt. Erwin, from Swatow, Douglas Wharf.—Douglas, Laprak & Co.
Hong Kheng, British str., 3,975 tons, Capt. D. M. Hood, from Swatow, buoy No. A8.—Ho Thong & Co.
Hozan Maru, Japanese str., 7,347 tons, Capt. H. Oyama, from Swatow, O. S. K. Wharf.—O.S.K.
Hydrangea, British str., 561 tons, Capt. F. W. Grieron, from Swatow, Chiu On Wharf.—Chiu On & Co.
Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, buoy No. B19.—N.Y.K.
Oldenburg, German str., 5,197 tons, Capt. Hensen, from Shanghai, buoy No. A8.—Jensen & Co.
Oostkerk, Dutch str., 5,001 tons, Capt. Gunther, from Shanghai, buoy No. A7.—J.C.J.L.
Selatan, British str., 1,571 tons, Capt. Alex. C. Inglis, from Swatow, buoy No. B38.—Kwong Nam & Co.
Suiyang, British str., 1,590 tons, Capt. J. M. Byrne, from Swatow, buoy No. B12.—B. & S.
Tjikrang, Dutch str., 3,084 tons, Capt. P. Hoopman, from Muntok, buoy No. A25.—J.C.J.L.
Tainan, British str., 2,100 tons, Capt. J. W. Tinson, from Canton, buoy No. B46.—B. & S.
Vortland, German str., 4,200 tons, Capt. H. Christensen, from Swatow, buoy No. A7.—Joh.

REPAIR COSTS OF U.S. SHIPS ABROAD.

New Regulations As To Refund.

The regulations governing the entry of and payment of duty on equipment and repairs to American vessels engaged in the foreign or coasting trade pursuant to Section 466 of the Hawley-Smoot-Tariff Act have been promulgated by the Treasury Department (states a Washington message).

The provisions of the new tariff law relating to repairs of American vessels abroad call for the payment of an ad valorem duty of 50 per centum on the cost of equipment which shall not include the compensation paid for repairs. When such repairs are necessitated through casualty or stress of weather, refund of duties is allowed under virtually the same procedure as prescribed by the 1922 Act.

In announcing the regulations, the Secretary of the Treasury issued a copy of the communication sent to collectors of customs detailing information which must be furnished by American shipowners seeking refund of duties on repairs made or equipments purchased abroad.

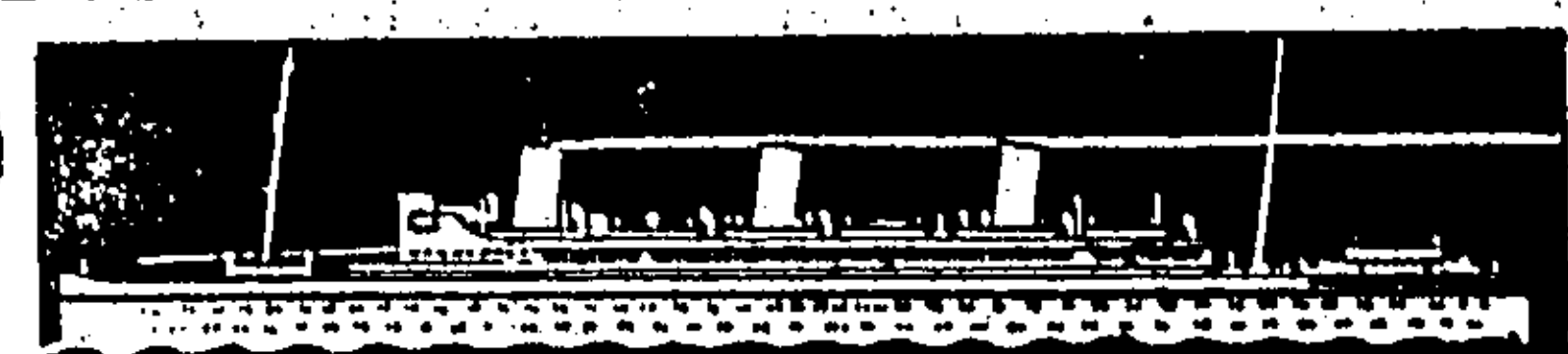
"In cases where the master of a vessel seeks relief from the assessment or refund of duties on repairs made or equipment purchased, due to a casualty or stress of weather encountered on the voyage," the regulations provide that an affidavit shall be submitted "accompanied by itemised bills covering the cost of the repairs made on equipments purchased; certified abstracts of the ship's log when stress of weather is claimed, and a certificate of the proper officer when the repairs are made in order to obtain a certificate of seaworthiness."

Points in Affidavit.

This affidavit shall set out fully the following information:—
1. The nature of the casualty or stress of weather, if any, encountered;

2. When and where the casualty or stress of weather occurred;
3. The damage done by the casualty or stress of weather;
4. The port where the repairs were made or the equipments secured; and,
5. A statement of the master of the vessel as to whether or not the repairs or equipments were required to secure the safety and seaworthiness of the vessel to enable her to reach her port of destination.

The regulations provided that "in cases where the master of a vessel seeks relief from the assessment or refund of duties on repair or equipments because such equipments or parts thereof or repair parts or materials were manufactured or produced in the United States, and the labour necessary to install such equipment or to make such repairs was performed by residents of the United States, or by members of the



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WED. 10th SAT. 27th

TUES. 15th

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TUES. 2nd FRI. 19th

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regular crew of such vessel, an affidavit shall be submitted accompanied by sufficient evidence to substantiate this claim.

Oath to be Taken.

No licence or enrolment and licence or renewal of either, under the regulations, shall be issued to any vessel until the collector shall be satisfied from the oath of the owner or master that "all equipment and repairs made within the year immediately preceding application for such documents have been duly accounted for and the duties paid thereon." The vessel shall be seized and forfeited if the owner or master shall refuse to take such oath, or take it falsely, it is provided.

While vessels operated for the account of the Shipping Board are subject to the provisions of Section 466 of the Tariff Act, they should be allowed to proceed without the payment of duties and vouchers presented to the managing agent of the board at the port at which entry is made, the regulations stated.

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*ALIPORE	5,273	9th Dec. Noon	Straits, Colombo & Bombay.
*KALIAN	5,144	20th Dec. Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec. Noon	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	18,650	1931 3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan. Noon	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan. Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan. Noon	Bombay, Marseilles & London.

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SIRDHANA	7,745	25th Dec.	Singapore, Penang & Calcutta.
TILAWA	7,841	1931 3rd Jan.	Singapore, Penang & Calcutta.
SHIRALA	10,000	15th Jan.	Singapore, Penang & Calcutta.
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1930			
SIRDHANA	7,745	2nd Dec.	Amoy, Shal, Moji, Kobe & Osaka,
RANCHI	18,650	5th Dec.	Shanghai, Kobe & Yokohama.
*MIRZAPUR	6,715	7th Dec.	Moji & Kobe.
ST. ALBANS	4,500	9th Dec.	Shanghai, Moji, Kobe, Osaka & Yham.
TILAWA	10,000	15th Dec.	Amoy, Shal, Moji, Kobe & Osaka.
*PERIM	7,648	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.
SHIRALA	7,841	24th Dec.	Amoy, Moji, Kobe, Osaka & Yham.
1931.			
COMORIN	15,132	3rd Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	12th Jan.	Amoy, Shal, Moji, Kobe & Osaka.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	24th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.

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THE LOAD LINE CONVENTION.

AMERICAN ACTION.

Many important points are raised by the publication of the terms of the International Convention on Load Lines. For example, it is understood that the United States, which has hitherto had no compulsory load line for its shipping, has already put the rules provided for in the Convention into effect.

The International Convention, which needs to be ratified in the various countries, does not take effect until July 1, 1932, but there seems no reason why the nations, if they so desire, should not put the new rules, or at any rate some of them, into operation before then as a piece of domestic legislation. British shipowners might contend that, since American and other owners will be permitted to direct their ships to the ports of Britain at once with load lines in accordance with the new Convention, they should be placed in the same position. Should that view be generally held, the proper course would seem to be for owners to make representations to the Chamber of Shipping, with a view to the matter being submitted to the British Government. So far as many of the provisions are concerned, excluding those affecting timber-carrying ships, which are the subject of special legislation, the necessary orders could be made by the Board of Trade.

British oil tankers will, in accordance with the new regulations, be permitted to load deeper than hitherto. Thus the freeboard of an oil tanker 500ft. long will be reduced by about 15in. The carrying capacity of the British vessels will thus be increased and will be more in accordance with that hitherto ruling for American ships.

Timber-Carrying Ships.
British vessels carrying deck loads of timber will also be permitted to load deeper than in the past, the reduction in the freeboard varying from 9in. to 14in., according to the size of the ship. The new conditions will resemble, to some extent, those which now apply to Scandinavian vessels. The new rules represent, in effect, a compromise between the different practices of the nations. For the first time special load lines are provided for timber ships, as well as for oil tank vessels.

The experience with the Scandinavian timber-carrying vessels is considered to have justified deeper loading for British ships. The international agreement will be the means of avoiding certain anomalies which now exist in the timber-carrying trade. Thus, it is now practicable for foreign vessels to load deeper in overseas ports, discharge part of their cargo on the Continent, and reach Britain conforming to the British rules. Again, vessels may reach the ports of Britain with the proper freeboards, though it is obvious that when they left port, and before they were lightened by the use of fuel, water, and stores, they were laden below their marks. Action could be taken in the case of British ships, but not in that of foreign vessels, since the deeper loading took place when the ships were outside British control.

Comparatively little change is made in the regulations affecting ordinary cargo vessels. The freeboards of certain ships will be increased; those of others will be unaltered; and the freeboards of yet others will be reduced. Besides concerning shipowners, shipbuilders and the shippers of cargo, the new rules are of much interest to marine underwriters. The underwriters, however, may be expected to rely largely on the work done by the experts, including those of the Board of Trade and the registration societies, who have studied all the problems involved with great care and, after long deliberation, have found themselves able to reach agreement.

It should be noted that the British delegation have expressed the view that the new rules will raise the standard of safety of the merchant ship throughout the world.

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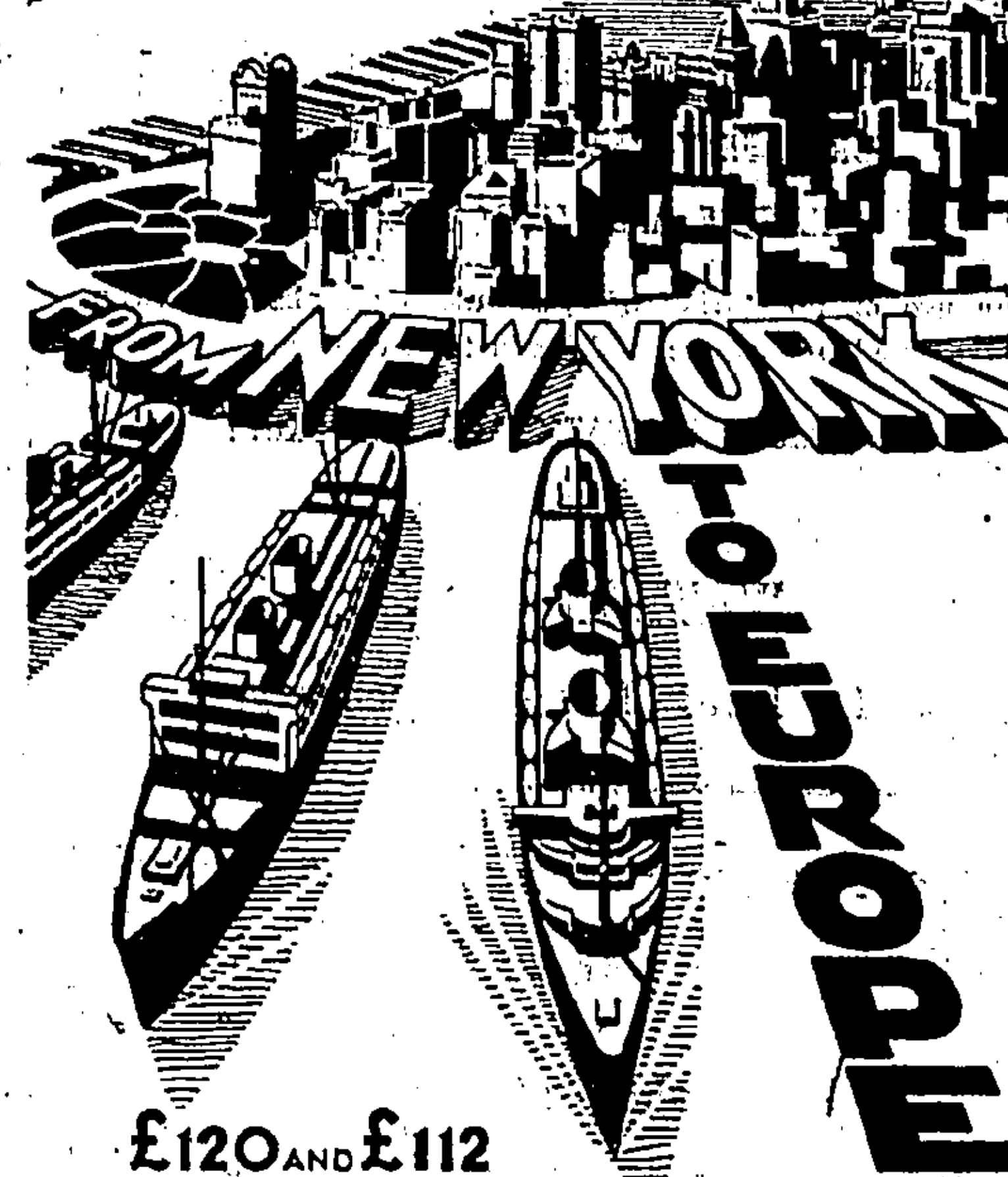
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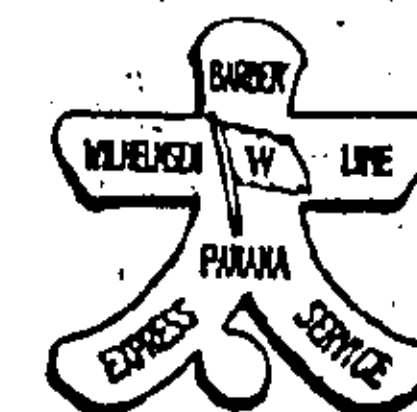
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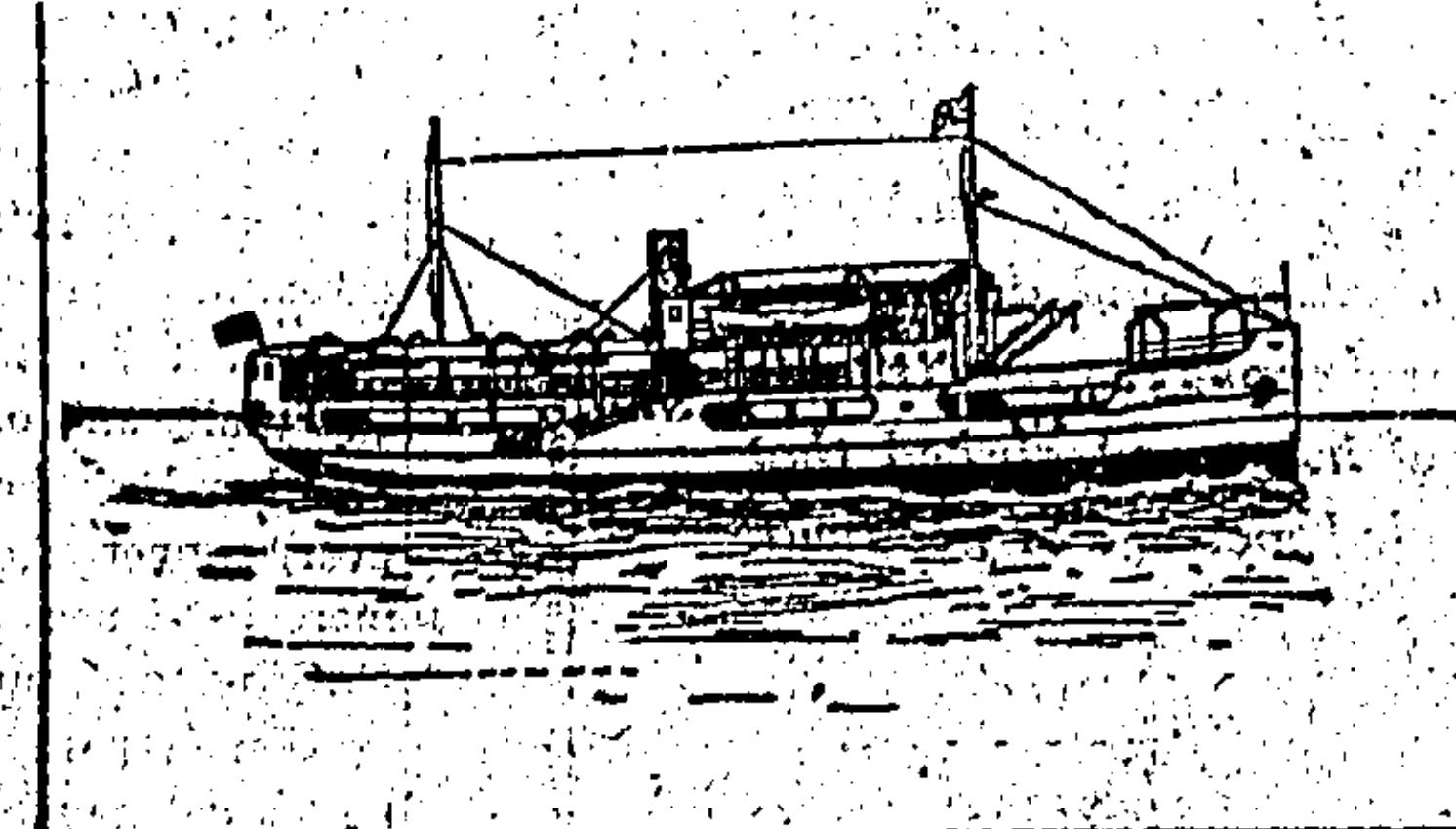
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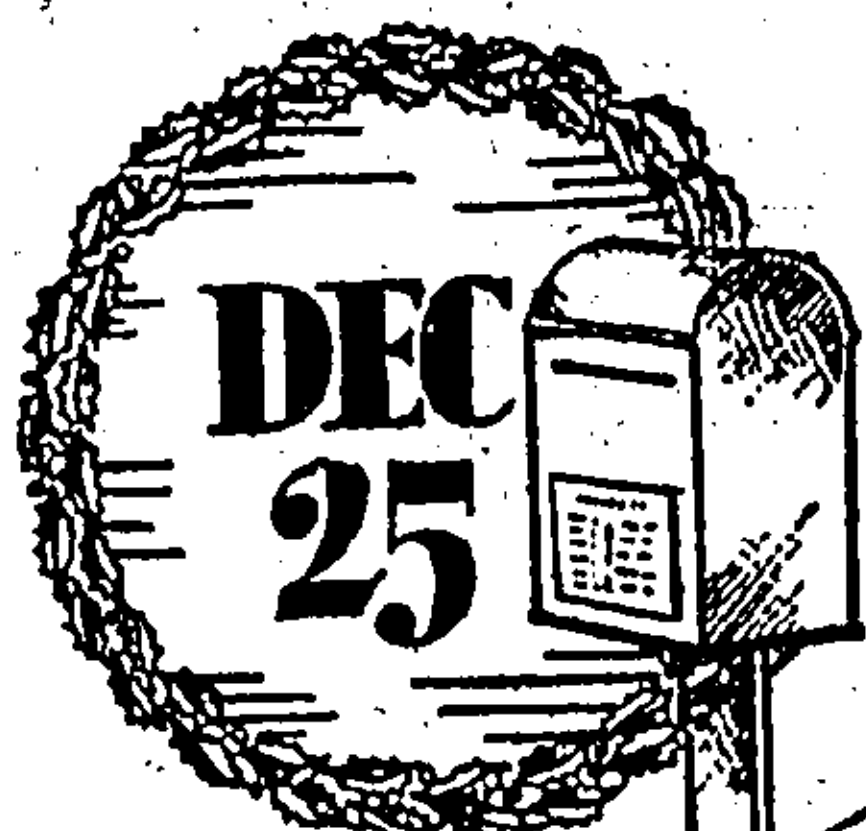
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Hong Kong, Thursday, Nov. 27, 1930.

WAR OR PEACE?

It is significant, if one is to draw inferences, that the general tendency of the speeches at yesterday's League of Nations meeting in the Cathedral Hall was toward a definition of the League's humane achievements rather than toward the enumeration of its attempts, if any, to stop war. We urge this point because supporters of the League too readily lose sight of the fact that, although part of its duty is to alleviate the moral and physical sufferings of the world, the object for which it was founded is the prevention of war. Nothing could be more admirable than the efforts of the League to prohibit child slavery and the drug traffic; yet, if it succeeded in eradicating these twin evils and failed to stop an Armageddon, we should be inclined to the opinion that its purpose had been defeated. There is no harm in the League of Nations undertaking this very essential work of social reform; in fact, it is better equipped both spiritually and politically to do so. The hand of the next war, however, cannot be stayed by the mere existence of the League of Nations, and, unless greater attention is paid to this question, we must perforce regard the League as a benevolent institution for helping down-trodden nations, and no more. The position is even more delicate owing to the fact that the League has done little to prevent conflicts that have engaged the armed forces of several nations since the outbreak of the war.

Against these peace-loving idealists, we have the type of pacifist as personified in Mr. H. G. Wells, who says quite bluntly that the order to enlist at the declaration of war must be met with adamant disobedience by bodies of anti-war professors, who will "shoot troops" if

capacity to deal with these outbreaks. The League did nothing to ensure a pacific settlement of the recent conflict between the Soviet and China, over the Chinese Eastern Railway controversy, although an altruistic attempt to arbitrate was made by Germany; and it has been totally unable to induce China to bring to a conclusion the terrible internecine warfare which has rent that country for the past decade. The excuse is always that the League is not yet sufficiently powerful to intervene, and that, in the case of Russia, the latter's non-membership would make "interference" unwarrantable. What would one think if the local Courts refused to prosecute a foreigner because he was not a member of the British Commonwealth, however heinous his offence against the community? The simile is not unfair if the League professes to be a legal institution of authority. If it prefers to be recognised for the present as an international reform society, relying solely upon the bon homie and honour of its members to uphold a standard of behaviour, then it cannot seriously be regarded as a practical instrument of any direct influence. War knows no morals, and until the "war mentality" is eradicated from human nature it can only be stemmed by force. So long as mankind is prepared and willing to fight, be the cause what it may, so long must warfare remain a potential element in international relationships. War alone becomes impossible when those who are expected to conduct it refuse to do so. As this would amount to sheer mutiny, the great majority, of priests, chaplains, politicians, church men and loyal citizens who are at present extremely zealous about the work of the League, would naturally be expected to oppose it. They would deny that there is no justification for war. Certain circumstances, they argue, would compel a nation to go to war, in defence of itself, its honour, or its religion. So that all through these idealistic impulses there is retained, as a sinister foreboding, the subconscious determination that there shall be war, for, as every thinking person must admit, any of these three causes is at any moment likely to arise.

Against these peace-loving idealists, we have the type of pacifist as personified in Mr. H. G. Wells, who says quite bluntly that the order to enlist at the declaration of war must be met with adamant disobedience by bodies of anti-war professors, who will "shoot troops" if these people were moralists who were true to their ideals. They would not adopt their pacifist attitude through motives of cowardice, and thus they might be expected to prefer being shot down as "conscientious objectors" than as active soldiers. On the other hand, history teaches us that feelings such as patriotism die very hard, and we have no doubt whatever that the greater proportion of men and women in, say, the British Empire, would gladly lie down their lives in the enthusiasm of the moment were another war to be declared.

War has been called a biological necessity; at least the fighting instinct is as predominant in human nature as it was a thousand years ago. We regret that this should be so, but then, we also regret the passing of Greece and the decline of the Roman Empire. But there is no necessity for us to be fatalists. The tendencies of to-day are toward a nobler ideal of life and the very existence of the League of Nations is eloquent of a desire, however vague and self-interested, that our little section of the universe shall be run without friction.

News in Brief.

Suffering from a fracture of the skull after having fallen into the hold of a cargo junk in harbour, a Chinese girl named Kwok Choi (4) died soon after admission to the Civil Hospital yesterday.

The University Medical Society will give a tea party in honour of Sir John Bland-Sutton, Bart., Kt., F.R.C.S., D.Sc., and Lady Bland-Sutton, in the Union Assembly Hall, to-day at 5.30 p.m. All members are cordially invited to attend.

The estimate traffic receipts of the Imperial and International Communications, Ltd., for October are £446,097, compared with £526,978 for the same month last year. The aggregate receipts from January to October were £4,526,268, compared with £5,116,466 for the same period last year.

About 3 p.m. yesterday, a fire occurred at Kau U Fong, a tenement quarter situated between Gage and Gough Streets. The blaze was discovered in the basement of a building adjoining the large native-style residence of Mr. Tang Siu-kin, merchant No. 37 Gage Street.

Mr. G. W. Reeve, B.A., will deliver a lecture on "Some Difficulties in Education" on Monday, December 8, at 5 p.m. in the Union Assembly Room when the next meeting of the University Education Society is held. The lecture is open to the general public and all interested in the topic will be very welcome.

For being the unlawful possessor of eight taels of prepared opium in Connaught Road Central, a Chinese was to-day fined \$900 with the alternative of three months' hard labour by Mr. R. E. Lindell in the Central Magistracy. In another case two Chinese were remanded for a week on a charge of being dealers in opium.

Chick Lan (38), a woman residing at 81 Shaukiwan Road, was yesterday removed to the Government Civil Hospital in an unconscious condition. She is alleged to have attempted to commit suicide by jumping into the street from her verandah. In doing so she received injuries to her back, but her condition is reported to be favourable. The circumstances of the case are unknown.

The large hall of the Hwa Nan College was packed last night when the old boys gave an entertaining concert, to raise funds for the new laboratory. A feature was the clever dancing executed by Miss Jane Hung, whilst a violin solo by Mr. H. H. Lo, accompanied at the piano by Miss M. Y. Wong, was warmly received. A number of items of Chinese music added to the pleasing variety of the concert.

EXPLORER'S DEATH.

Oslo, Yesterday.
The death has occurred of the Polar explorer Otto Sverdrup. He was born in 1854, and became a ship's officer. In 1888-9 he took part in Nansen's Greenland expedition, being in charge of the vessel which conveyed the party. On his return he took command of a submarine, but in the following year went back to Arctic exploration. From 1891 to 1893 he superintended the construction of the ship Fram, which Nansen made his first attempt on the North Pole. On this expedition, which lasted from 1893 to 1896, Sverdrup was second in command.

CORRESPONDENCE.

SEASON'S GREETINGS.

[To the Editor of the "China Mail"]
Sir,—We beg to inform you that Christmas and New Year Greeting telegrams (XLT) will be accepted again this year from December 15 to January 6.
In addition to the usual countries the XLT Service has been extended this year to Czechoslovakia, Poland, Dutch Indies, and Japan. The charges will be calculated on the basis of one quarter of the total charge for ordinary telegrams of the same number of words with a minimum charge for ten words.
—Yours, etc.,
S. LACK,
Superintendent,
For The Eastern Extension
Telegraph Co., Ltd.
F. V. JENSEN,
Superintendent,
For The Great Northern
Telegraph Co., Ltd.

TRADE MISSION.

GUESTS OF GENERAL CHAMBER OF COMMERCE.

INFORMAL TIFFIN.

Representatives of the Canadian Trade Mission were entertained to an informal tiffin in the Hong Kong Club yesterday by members of the Committee of the Hong Kong General Chamber of Commerce.

The delegates were welcomed by the Hon. Mr. C. Gordon Mackie, Chairman of the Chamber, who regretted that official notification of the visit had been received too late to organise a reception on the part of the whole Chamber.

The thanks of the Canadian visitors for the hospitality extended were expressed by Mr. J. Imrie, the head of the delegation, and by Mr. F. S. Burd, managing director of the Vancouver Province.

The following were the hosts:—The Hon. Mr. C. Gordon Mackie (Chairman of the Chamber), Mr. T. H. R. Shaw (Vice-Chairman), the Hon. Mr. J. Owen Hughes, the Hon. Mr. Paul Lauder, the Hon. Mr. W. E. L. Shenton, Mr. W. H. Bell, Mr. J. K. Bousfield, Mr. M. St. J. Walsh, Mr. T. E. Pearce and Mr. J. P. Warren (members of the Committee of the General Chamber of Commerce), and Mr. Allan Cameron (Oriental Manager, Canadian Pacific Steamships, Ltd.).

Following were the guests:—Mr. John Imrie, Mr. W. McL. Clarke, Mr. J. T. Lawson, Mr. F. S. Burd, Mr. N. C. Sawers, Mr. R. H. Baird, Mr. R. E. Thorne, and Mr. W. J. Riddiford (Acting Canadian Trade Commissioner, Hong Kong).

CHINESE HOSTS.

Ten Party in Chinese Merchants' Club.

Yesterday afternoon the Canadian Trade Delegation were guests in the Chinese Merchants' Club, China Building, of the members of the Chinese Chamber of Commerce, when a tea party was held. The Delegation members were accompanied by their wives, and the gathering included Sir Robert Ho Tung, the Hon. Sir Shou-sun Chow, the Hon. Dr. R. H. Kotewall and the Hon. Dr. S. W. T'so.

In an address in Chinese, which was translated by Mr. Chan Yung, the Chairman of the Chamber, Mr. Li Yick-mul, said that the importance of commercial intercourse between Canada and China could be easily realised by the figures for the years 1928 and 1929. In 1928 imports into China from Canada amounted to \$13,430,000 in value while exports from China into Canada amounted to \$2,570,000. For 1929 imports into China have jumped to \$24,240,000 while exports from China to Canada also rose to \$3,090,000. Turning to the figures between Canada and Hong Kong for the same period, in 1928, imports from Canada were valued at \$2,460,000 and exports to Canada at \$1,440,000. In 1929 imports from Canada had reached the high level of \$2,330,000 although exports to Canada had declined slightly to \$1,400,000.

Mr. John Imrie, Chairman of the Delegation, who replied, warmly appreciated the hope expressed by the Chairman that the trade between Canada and Hong Kong and through Hong Kong with South China would continue to flourish and expand. "That hope finds warm reciprocation on our part," said Mr. Imrie, "and indeed it was the insistence of that hope in our breast that brought us here in the first instance, in order that we might bring about its realisation."

Continuing, the speaker said: "We have in mind that in the no distant future we will send a trade mission designated direct to China and Hong Kong. Our object is simply to make personal contacts to ascertain the questions which are uppermost in the minds of your merchants in respect to trade, and to report to the Canadian authorities in order to help them to select a delegation to this country, and in order that such trade mission may know in advance the questions that may be put to them and may discuss them in advance with our Government."

In conclusion, Mr. Imrie commented on the vast trade possibilities between the nations bordering the Pacific, and mentioned that the trade of the world was moving very definitely from the Atlantic to the Pacific.

EXTRALITY ISSUE.

DR. WANG CRITICISES BRITISH PROPOSALS.

NEGOTIATIONS TO CONTINUE.

London, Yesterday.
In the House of Commons to-day, replying to questions relating to extrality in China, Mr. Arthur Henderson said that the Chinese Foreign Minister, Dr. C. T. Wang, conversing with the British Minister, Sir Miles Lampson, on November 20 made some criticisms of the British draft proposals. Mr. Henderson understood that counter proposals were likely to be received shortly. He was aware of the unsettled state of the country, but did not think the matter would be improved by allowing the negotiations to come to a standstill. Mr. Harry Day asked whether a reply had been received from the other six Powers approached. Mr. Henderson said he required notice to answer that question.—Reuter.

THE "EARLY BIRD."

WATCH AND CHAIN STOLEN FROM SHIP EMPLOYEE.

A Chinese was to-day charged before Mr. H. R. Butters in the Kowloon Magistracy with the larceny of a watch and chain, the property of a fitter employed on board the R.M.S. Empress of Japan, and with returning to the Colony after he had been banished for a period of five years in 1927. He admitted both charges.

Detective-Sergeant Poyntz said that accused was arrested at 5 o'clock this morning, when he relieved the fitter of his watch as the latter was returning to his ship. The complainant was unable to attend Court because the Empress liner left port at 6 a.m.

For the larceny of the watch and chain accused got three months' hard labour, and for returning from banishment, an additional term of six months.

EMPLOYEES' LAPSE.

THEFT OF GOODS FROM THEIR MASTERS.

Sentence of three months' hard labour was to-day passed on a Chinese, who pleaded guilty before Mr. Ernest H. Williams to the larceny of 45 yards of white shirting material, the property of his master at 77, Wellington Street. His Worship remarked that it was up to the defendant, as an employee, to look after his master's goods and not to steal them.

In a second case of a similar nature, Mr. Williams imposed a fine of \$100 with the alternative of two months' jail, on a Chinese, who admitted the theft of a piece of silk, the property of his master at 122 Jervois Street. It was stated that defendant had been employed at the shop for five years, and had never done anything wrong.

CHEAPER PAPER.

DAILY TELEGRAPH TO REDUCE TO ONE PENNY.

London, Yesterday.
The London Daily Telegraph is reducing its price on December 1 from two pence to one penny.—Reuter.

Ten Years Ago.

[From the "China Mail" of November 27, 1920.]

To-day's dollar is worth 3/7 1/2.

Sir Maurice Fitzmaurice, C.M.G., of the firm of Coode, Matthews, Fitzmaurice and Wilson, Consulting Engineers for Harbours to the Crown Agents for the Colonies, who has been in Hong Kong in behalf of the Government, studying the harbour and its needs, for the purpose of making a report on its future development, has practically completed his survey of the situation and will leave on Tuesday (the 30th). He is accompanied by Lady Fitzmaurice. The report will be submitted later, and it is expected that it will be made public, in whole or in part.

Christmas 1930.

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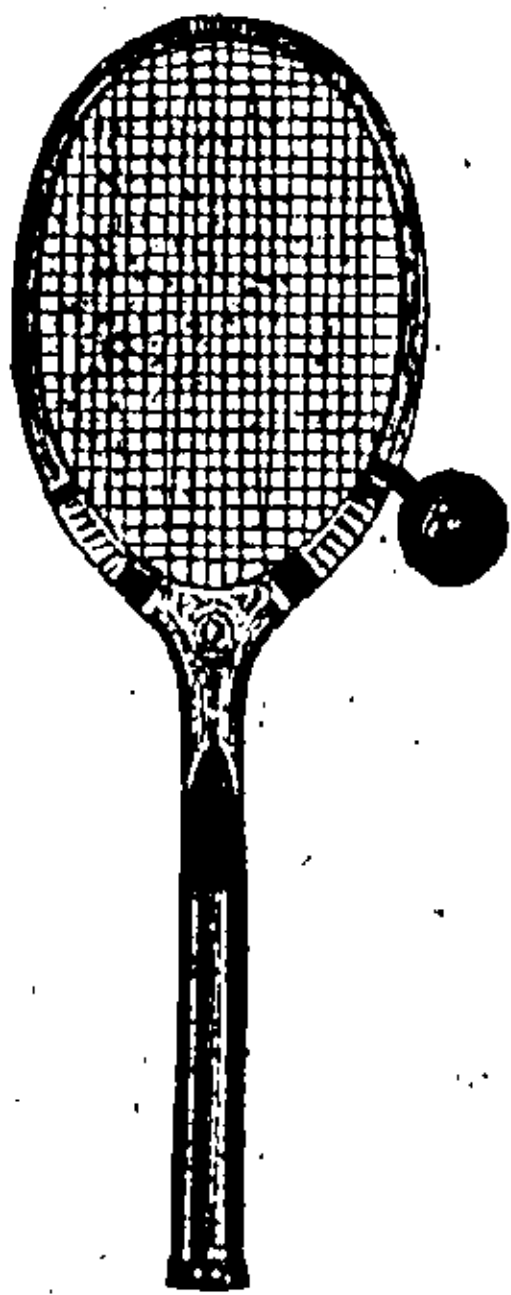
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GOOD ADVICE FOR WICKET-KEEPERS

WHY CRICKETERS OF PAST SUFFERED

Danger of Leather Thumb Stalls.

THE USE OF RESIN.

(By Eddie Kann.)

Hands play a prominent part in sport. There is art in their use brought to perfection by those most skilled at games. Boxing closely followed by Cricket (the king of games), Rugby and Baseball, require this perfection of skill to a greater degree probably than other sports, in reaching the summit of achievement, writes Eddie Kann in Sydney Referee.

Hands of boxers, cricketers, and baseballers, often pay the penalty for their utilitarian prominence. Owners are left in after years with battle-scarred fingers.

Jim Searle was a wicketkeeper in the old Sydney (N.S.W.) Cricket Club, long since defunct. He performed very ably behind the stumps and his efforts were crowned with inter-state representation. His now distorted hands, each almost cup-shaped, are at once curious and relics of another era in wicket-keeping and mute testimony to the difficulties of "Aunt Salles" of other days.

Improvement.

The hands of more modern wicket-keepers, as exemplified by H. S. Love, do not appear to have been subjected to the same pounding. The lessons of the past have resulted in improved protection for the wicketkeeper's hands and schooling in the pitfalls to avoid inefficient wicketkeeping.

Experience has taught that there is no necessity to stand up to fast bowling when the chances of stumping are so few and the possibility of taking catches standing back is much greater. In consequence a wicketkeeper, by standing back to the speed merchants, is not so apt to be hurt—have a finger displaced, etc. But much of Mr. Searle's wicketkeeping in his early days was done on the matting of Moore Park.

When catching the ball the wicketkeeper has learnt—though it is difficult—to keep the fingers pointing downwards, a factor so important to good wicketkeeping. The tendency is to place the hands in line with the ball, irrespective of the position of the fingers, so long as it is caught. This is all right if the timing be correct, but the slightest mistiming means "out of action."

Nets Danger.

Finally, the wicketkeeper has kept his hands further immune from injury by the avoidance of practice in the nets because it is very easy to dislocate his fingers by such practice. Furthermore it is not always the best way to study and become proficient in the art as the batsmen very frequently do not play at the nets as in a match.

In his heyday, J. Searle had no one to tell him these vital points and assist in saving his hands from damage. He learnt in the hard school of experience. In addition, protection for the hands was not so effective as it is today.

The keeper of old was also less inclined to leave the field when battered but grimly carried on without murmur, though it must not be inferred from this that the modern artisans of the glove, who stoically perform their arduous tasks, are a whit less courageous. The old-timer would then present himself for duty again before his injury had time to heal properly and permanent distortions or deformity resulted.

Wiser Player.

The present-day keeper is wiser in refusing to run these risks, or rather, should I say, he has not the exceptional keenness of his predecessor. Wickets also led Searle into trouble. The turf wickets of his day, on the best grounds, were as good as those of to-day, but he began his career on the Moors Park matting-covered mud wickets with Surrey United Club. These matting wickets and surrounding fields were oftentimes treacherous, and the wicketkeeper suffered in consequence.

When Jim Searle entered senior cricket with the Sydney club, it was a team formed from the attractive juniors in the '80s. Next he linked up with Redfern. At the age of 60 he was last called upon to keep wickets for many years, when short-handed in one game—and he did his work well.

His interest in the game still remained unabatingly keen. Of late years he has been a constant presence at the Sydney Cricket Ground.

of last summer. Now he is devoting his attention to the coaching of sports girls at cricket. He has also tripped to N.S.W. country centres to teach the young idea in the finer points of the grand old game.

Jim Searle says of the wicketkeeper's art: "In times gone by small-fitting gloves were used, with very little or no padding. Inner gloves were not then in vogue. With the advent of the large glove packed up with the inner gloves, a soft pillow-like palm has been created, into which the ball sinks, and at the same time the hands are protected. Added to this, the inner gloves are moistened, which lessens the sting likely from the ball.

Slower Ball.

"One might be inclined to think that it was always the fast balls that caused hurt to the wicketkeeper's hands," he added. "Very often it is the slower ball.

"Of course, a wicketkeeper may have a finger put out at any time. With no support behind the finger, it is likely to be bent back and so injured.

"Only on one or two occasions have I given up the game during a match through injury. When your hands are warm, you can stand many knocks and carry on, but it is the next day—when your hands are cold—that you feel the effect.

"My injuries are principally the result of the continuous knock, knock of the cricket-ball over a period of nearly 50 years. Not one particular blow has done the damage, as shown by the palms of my hands being somewhat hollowed.

Fascinating.

"Irrespective of hard knocks, however, wicket-keeping is a fascinating game. To those who wish to become expert, I would say: Let them watch the champion wicketkeepers in match play, when they will notice that position, pose, and movements play a big part in the art. I conclude by saying that wicketkeeping can be taught as any other part of the game of cricket."

Now turn to the hands of H. S. Love, Mosman (Sydney, N.S.W.), typifying those of the wicketkeepers of the present era. They are unmarked and without blemish after many years of keeping, for Hampden Love, though still in his cricketering prime, first donned the gloves at an immature age and 20 years later is like Johnnie Walker, of whisky fame—still going strong at his art.

H. S. Love has represented both New South Wales and Victoria. While in Victoria, he played for St. Kilda, taking the bowling of those dons of the ball, Bert Ironmonger and Don Brackie, for four years. During that period St. Kilda won four premierships. The club has not won one since. This change in affairs cannot be attributed solely to the loss of so able a wicketkeeper, but it has been a contributory cause.

All-Rounder.

Love returned to his native New South Wales and helped Mosman last season to carry off the N.S.W.C.A. first grade premiership. He was responsible for the dismissal of 31 batsmen during the season as well as heading both the batting aggregate and average.

In addition to the club, Bill Bassett, Mosman evergreen slow bowler, greatly appreciated the splendid keeping of Love. It added Bassett to establish a club record in wicket-taking and for the third occasion he secured the greatest number of wickets in first grade, a feat performed by only two other players, since the inauguration of district cricket in Sydney.

Love is very proud of his hands and rightly so. The cricket world might be traversed without finding another wicketkeeper with undamaged hands. Love says: "My hands have not a blemish, not a finger out of joint. The fault in the past has been due to the gloves.

"In preventing damage to the hands, taking the ball plays a big part. They have more resilience in wicketkeeping just as in batting. If you time the ball properly you achieve the best results."

Rubber Thumb Stalls.

"I think that more broken fingers result from the use of leather thumb stalls than from any other cause. They have no give in

them at all. I have rubber thumb stalls. They have more resilience. "Grabbing at the ball is another reason for damaged fingers. A keeper becomes too anxious and grabs for it. Then, of course, in different wickets and grounds and bad returns from fieldsmen may prevent the taking of the ball cleanly and cause injury."

Bowlers of the slow variety and other disciples of the spin are not immune from deformity by the ball but it is of a very slight character and shows itself in a different way, being confined to a wearing away process.

Our subject for this is W. H. Bassett, one of the leading wicketkeepers in Sydney first grade cricket for years. A slow leg-break bowler, he has garnered in a rare harvest of wickets though he has not been considered quite good enough by the New South Wales selectors to represent the State.

Look at the right hand of this wily bowler and you will detect quite a hollow in the second finger from the continuous spinning of the ball.

W. H. Bassett explains: "There is a distinct groove in the second finger of my right hand. This is the only abnormality from which my hands suffer. It has been worn by the ball. I think the same thing operates with all slow and spin bowlers."

Resin Used.

"This finger frequently is blistered by the seam of the ball and gets very sore while bowling. Resin is used to counteract this and not—as some people imagine—to get a grip of the ball. The resin is more for the purpose of creating a surface and preventing the wearing of the skin."

"Usually I use scam spin a good deal and naturally it has some wearing effect. I use resin to give a surface and also to absorb perspiration. Once the fingers become moist a bowler cannot spin the ball."

Our Sports Diary.

LOCAL

Hockey — To-day—Y.M.C.A. II v. St. Andrew's Young Men's Club, 5 p.m.; Radio Sports Club v. Y.M.C.A., Happy Valley, 4.30 p.m.

To-morrow—H.M.S. Tamar and Small Units v. Hockey Club "A."

Ping Pong — To-day — Lai Yiu-chuek v. Mok Hing-woon; Lai Pui-lam v. Leung Lin-chuen, Kowloon Chinese Y.M.C.A., 7.15 p.m.

Lawn Tennis — To-day — L.R.C. Finals and Prizes.

Saturday — Completion of Second Round of Ladies' Open Doubles Championship.

Racing—Saturday—Eleventh Extra Race Meeting.

Monday—Entries close for Twelfth Extra Race Meeting, noon.

December 6—Twelfth Extra Race Meeting.

December 8—Entries close for Thirteenth Extra Race Meeting, noon.

December 13—Thirteenth Extra Race Meeting.

December 21—Fanning Hunt Club's Steeplechase Meeting.

January 18—Fanning Hunt Club's Steeplechase Meeting.

February 15—Fanning Hunt Club's Steeplechase Meeting.

Cricket—Saturday—Division I—Craigengower C.C. v. Hong Kong C.C. (L); Indian R.C. v. Combined Schools (F); Division II—Police v. Craigengower C.C. (L); Royal Signals v. Indian R.C. (L); Recreation v. Hong Kong C.C. (F); Civil Service v. Kowloon C.C. (F).

Football — Saturday — Lai Wah Cup. Competition—Gillians v. Navy (Club ground); Second Division—Club v. Recreation; Chinese v. Navy; St. Joseph's v. Royal Artillery; Borderers v. University; Argylls v. Eastern; Kowloon v. South China; Third Division—South China v. Chinese; Fokien v. Ewo, Royal Air Force v. R.A.S.C.

Fanning Hunt—Saturday—At 24th Mile Stone, Castle Peak Road, 4 p.m.

December 7—Opening Meet, Hunters' Arms, 8.15 p.m.

Golf — Sunday — Kowloon Golf Club, Junior Championship, qualifying round, 8.30 a.m.

Monday — R.H.K.C.C. — First round of Governor's Shield.

Tuesday—Second Round of Railway Cup (Ladies).

Fencing—Monday—Fencing Club's Meeting, Yacht Club, 8.45 p.m.

HOME

Football — Saturday—English Cup—First Round.

RUGBY FOOTBALL.

CLUB "A" EASILY DEFEAT
H.M.S. KENT.

POOR HANDING OFF.

(By "Scrum-Half")

Yesterday's match between the Club "A" fifteen and H.M.S. Kent resulted in an overwhelming victory for the Club by four goals and four tries (32 points) to a try (3 points).

From the kick off the Club were obviously the better side, and interest consequently suffered. With two men short at the outset the Club conceded an unconverted try to the naval team, but were soon in the lead again. The Navy forwards were not combining in the tight scrums as well as could be desired and as a result the heavier pack individually failed to get the ball back to advantage. On those rare occasions when the Kent forwards did heel the scrum-half lost valuable time in setting his three-quarters in motion. In the loose the naval forwards were far from being impressive and were completely outplayed. The line-outs honours were evenly divided, both sides being guilty of the offence of trying to tap the ball back to the scrum-half. Buttress was again prominent in the line out and his passes were accurate and extremely valuable.

Bad Mistake.

When in their own twenty-five the Kent forwards time and again made the fatal error of heeling instead of wheeling and taking the ball with them. The Club forwards played well both in the tight scrums and in the loose and were chiefly responsible for their side's success.

The three-quarters have yet to learn to hand off an opponent when attempting a cut through. Law, on several occasions, was within an ace of scoring, but owing to his neglect of the hand off he was frequently brought down. A three-quarter must not rely on his speed alone and, besides, he gains speed when handing off in the correct manner. It was refreshing to see Plummer get over after a run of about thirty yards. He eluded all attempts to tackle him through handing off would-be tacklers. I think his is the first try this season to be scored through handing off.

Segalen's Play.

Segalen supported his three-quarter line in great style and his "soccer" experience on more than one occasion stood him in good stead. Once he broke through, and a try between the posts was expected, but a late pass to Johnson was the only outcome. If he had run straight and swerved past the back he would have easily been over. His goal kicking was not up to his usual standard, but there was little need to pile on the points.

The passing between the three-quarters was a vast improvement on their earlier form. The following scored tries: Tomkinson (Kent), Bonnar, 2 Johnson 2, King 2 and Plummer, Law and Allera one each. Segalen converted three tries and Johnson one.

The teams lined-up as follows:— Club "A": Segalen; C. J. D. Law, G. A. L. Plummer, J. W. King, W. D. Johnson; Allera, J. L. Bonnar (Captain); W. F. Leckie, Mitford, A. B. Cox, W. F. Kerr, E. R. West, G. F. Rees, W. R. Andrews and E. F. Roberts.

H.M.S. Kent: Tel. Crawford; Lt. Comdr. Evans; Lt. Comdr. Andrew; Sub Lt. Tomkinson; Tel. Kerstein; Lt. Comdr. Chisholm-Batten; Lt. Crick; Lt. Cook; Pay Lt. Baker; Pay Lt. Whitehouse; Pay Lt. Weekes; Mid. Shepherd; P.O. Tibb; A.B. Deykin. Referee: Mr. C. E. Holmes.

HOCKEY.

RECREIO DEFEAT THE
Y.M.C.A.

A strong Club de Recreio "A" eleven heavily defeated the Y.M.C.A. second team by four goals to one at King's Park yesterday.

Scoring three times in the first half, the Recreio forwards were prominent throughout. The second half saw a Y.M.C.A. revival but the Recreio only conceded one point after adding to their own score.

Club "A" Team

The following will represent the Club "A" to-morrow, at King's Park at 5 p.m. sharp:— R. W. Sapsed; L. A. R. Duncan, G. A. L. Plummer; B. L. Stock, E. G. S. Dale, A. N. O'Neil; S. J. H. Fox, H. A. E. Kerwin, T. W. Southam, R. G. Edwards-Jones and J. B. Napier-Bell.

If you want to study a perfect model you should watch Abe Mitchell. For every shot from tee to green you will see him coming on to the ball from behind. Archie Compton.

NEW MOTORING RECORDS.

British Driver Smashes
Five Records.

SUNBEAM & BENTLEY.

Rugby. Yesterday. Jack Dunfee, the British holder of the world's 200 miles speed records for all types of cars, yesterday, with assistance of Dudley Froy, broke five more records on the Monthery track, Paris. Driving a three-litre British Sunbeam, he covered over 350 miles in 3 hours, and averaged 117.20 miles an hour for the first 50 miles. Dunfee beat the existing three hours record by over five miles an hour. Dudley Froy last Sunday at Monthery, in a four and a half litre Bentley, broke five other international records.—British Wire-less Service.

TENNIS TOUR FOR THE SOUTH AFRICANS.

Team of Four Men and
Two Women.

Negotiations between the Lawn Tennis Association of Australia and the New Zealand Lawn Tennis Association to secure a visit to Australia by a mixed South African team this season have culminated in the sending of an official invitation to the South African authorities. The Australian and New Zealand Associations have agreed to share the cost of a tour, on a determined basis.

It is proposed that the team should consist of four men and two women, and it is desired that the men should include L. Raymond, C. J. Robins and J. Condon, and perhaps Malcolm, or other players considered equal to these, and the women either Miss E. Heine or Miss R. D. Tapscott, both of whom are well-known internationally. It is suggested that the South Africans arrive in Australia in December, play matches in the principal cities, go to New Zealand for January and part of February, and return to Sydney for the Australian championships early in March.

Preliminary negotiations for such a visit last year fell through, but now that the dates of the Australian championships have been altered to March the Australian and New Zealand associations are in a better position to work together, as the periods during which the visitors would be wanted in each country would not clash. There is very little time left now in which to make arrangements, as the players would have to leave Cape Town either on October 30 or November 28. Any later departure would prevent their reaching Australia in time to play a full season of tennis.

LADIES' DOUBLES SECOND ROUND RESULTS.

Playing in the second round of the Open Ladies' Double Tennis Championship, on Tuesday, Mrs. Gull and Mrs. McCas qualified for the semi-final by beating Mrs. Blaisie and Mrs. Fischer in straight sets, the scores being 6-3, 6-1. The winners will meet the successful pair of the match between Miss Gertie Lo partnered by Mrs. Chiu Chun-chiu and Mrs. MacTavish partnered by Mrs. Cuthill.

KOWLOON POLICE VICTORY.

Win First Match of
Series.

In the first of the series of football matches between the Kowloon and Hong Kong Police for the inter-territorial sports cup, the Kowloon force defeated their rivals yesterday by four clear goals. Two further matches have yet to be played.

KOWLOON RESERVES FOR SATURDAY.

The following will represent the Kowloon, second eleven, versus South China on the K.F. Club Field on Saturday—kick at 2.45 p.m.:— Angus, Guest, Eastman, Everard, Gilchrist, Parkinson, Cotton, Sutherland, Spink, Gilmwood and Bickford. Reserves: W. H. Brown, Smith, White, Hawke and Gurivitch.

Celtic have assembled a better group of young players than any other club; if affairs are allowed to drift as they have been drifting, I prophesy that the Celts will become the most powerful club in Scotland. So says a Daily Mail writer.

WHY Dr. Williams' Pink Pills MUST DO YOU GOOD

BECAUSE they act upon the root-cause of all blood-impurities. Dr. Williams' Pink Pills for Pale People have proved that the blood is the life-giving element, and that the blood, when it is pure, makes the body healthy and strong. Dr. Williams' Pink Pills for Pale People are the only medicine that automatically corrects the blood, and thus cures the ailments that result from impure blood.

HOW THEY DO IT

Dr. Williams' Pink Pills for Pale People are the only medicine that automatically corrects the blood, and thus cures the ailments that result from impure blood. They act upon the root-cause of all blood-impurities, and thus cure the ailments that result from impure blood.

Dr. Williams' Pink Pills

■ OXYGENISE
PURIFY ENRICH
AND INCREASE
THE BLOOD

GET WELL WITH
OXYGEN BY TAKING
DR. WILLIAMS' PINK PILLS

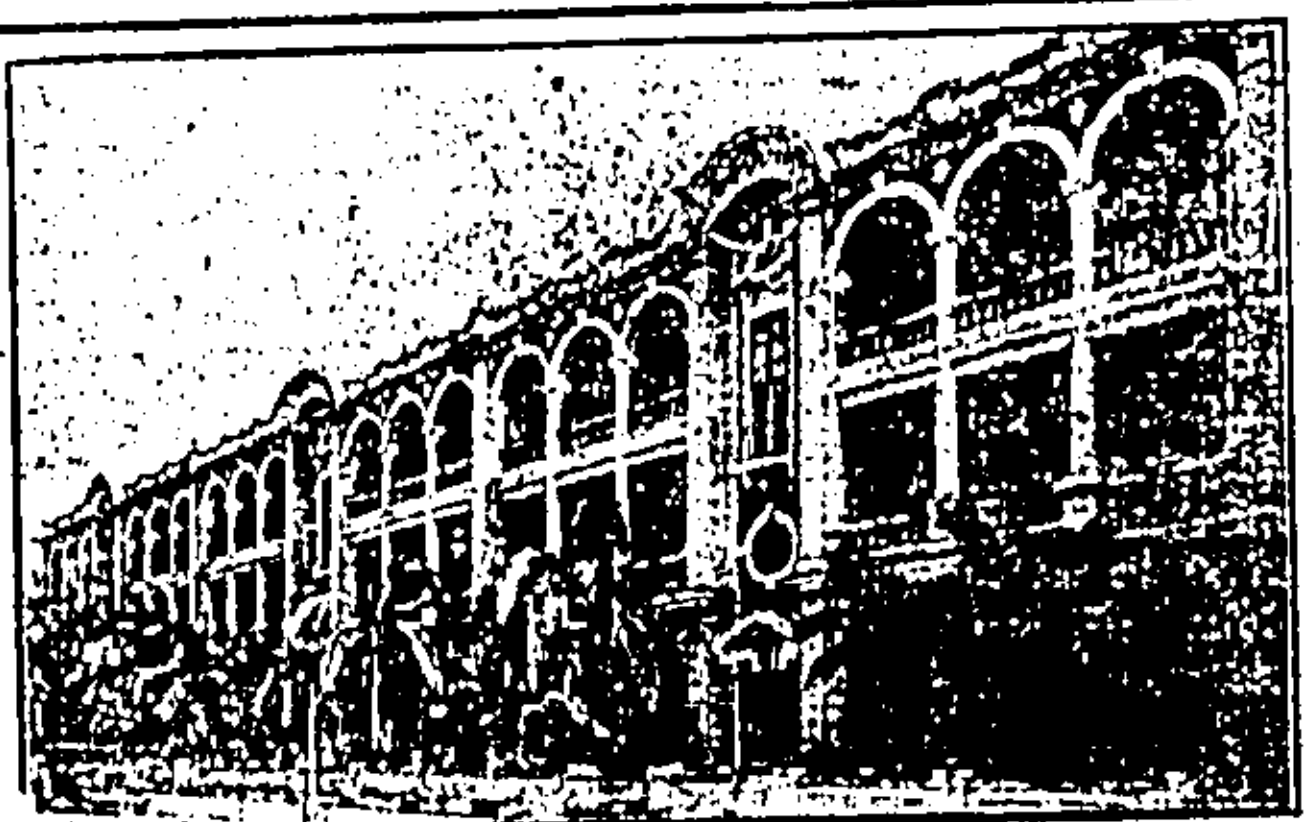


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REMOVAL OF PREMISES.
We are moving into better and more modern surroundings in Wing Lok Building, Kowloon, on December 1.

SAVARIN HOUSE
moving from 15, Hankow Road to
31-34, Wing Lok Building.
ALL MODERN CONVENIENCES.
UNPARALLELED CUISINE. "Savarin" H.K.
Telephone 56429 Tel. Add.

POST OFFICE NOTICE.

Christmas cards bearing not more than five written words may be forwarded as Printed Papers provided that the enclosing cover is left open.

INWARD MAILS

From THURSDAY, NOVEMBER 27. For
Shanghai, Amoy & Swatow Tean.
FRIDAY, NOVEMBER 28.
Europe via Negapatam (Papers only, London, October 30) Hong Peng
Japan, Shanghai and Europe via Siberia (London, Nov. 8) Hakoaki Maru
SATURDAY, NOVEMBER 29.
Shanghai & Swatow Shantung
Amoy Talma.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Oct. 31) President Garfield

OUTWARD MAILS

For THURSDAY, NOVEMBER 27. Per
Swatow Hydrangea 3 p.m.
Samsui & Wanchow Anjou 4 p.m.
Saigon Helikon 4.30 p.m.
Formosa Nito Maru 5 p.m.
FRIDAY, NOVEMBER 28.
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa and *South American Ports Rio de Janeiro Maru 9.30 a.m.
Swatow, Amoy and Foochow Hai Yang 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Hakoaki Maru (Due Marseilles, Dec. 27.)

K.P.O. G.P.O.
Registration Nov. 28, 4.30 p.m. Registration Nov. 28, 5 p.m.
Letters 4.30 p.m. Letters 5 p.m.

*Superscribed correspondence only.

ROUND THE CINEMAS

"CHASING RAINBOWS" HAS MUSICAL HITS.

SCREENING ON SUNDAY.

Five song hits from the pianos of seven of America's most popular composers provide the tuneful background of "Chasing Rainbows," the musical extravaganza which will open on Sunday in the Queen's Theatre with Charles King and Bessie Love in the featured roles.

Milton Ager and Jack Yellen, noted for their "Ain't She Sweet," "I Wonder What Became of Sally," "Forgive Me," "Crazy Words," and "Hard-Hearted Hannah," wrote "Lucky Me, Lovable You," "Everybody Tap" and "Happy Days Are Here Again" especially for the new Metro-Goldwyn-Mayer production.

"Everybody Tap" fits into a huge dancing ensemble with Miss Love singing and dancing the number with the trained chorus of two hundred boys and girls. "Lucky Me, Lovable You" is the love song sung by Charles King and Miss Love, and "Happy Days Are Here Again" is the musical setting for the finale spectacle, filmed in technicolour.

Low Alter, who wrote "Manhattan Serenade," composed Love Ain't Nothing But the Blues" with Joe Goodwin, which King uses as a specialty song. Fred Fisher, George Ward and Ruggie Montgomery joined in writing "My Dynamic Personality," in which Marie Dressler scores.

All the song hits were written to meet the demands of the original story, penned by Boss Meredyth and adapted for the screen by Wells Root.

"LADY OF SCANDAL"

"The Lady of Scandal," which is now showing in the Queen's Theatre is one of the few talkies shown here in which "straight" English is heard and is not spilt by such expressions as "Oh Yeah?" and other phrases with which only East-siders of New York are familiar, and which are fast spilling the speech of the light-headed young sheiks of Hong Kong.

The theme of the picture is again the eternal triangle but with a different ending. The principals in the cast are Ruth Chatterton, her husband, Ralph Forbes, and Basil Rathbone.

Ralph is the son of a lord and Ruth an actress. They announce their engagement; and Ralph's family, with the exception of Basil, Ralph's cousin, are against the marriage. However, it was agreed to allow the girl to stay at the mansion as a guest "on trial."

Within a week she had endeared herself to the whole family and "modernised" every member of it, even to the extent of drinking cocktails and doing the Charleston. Then came the complication. Ruth discovers that she does not really love Ralph but was "dotted" on Basil. Ralph accepted the position bravely and, taking a post in India, went away to forget. Then Ruth discovers that Basil has an infatuation with a married woman, but he assures her that it was only a passing fancy and he would have no difficulty in giving her up.

When news of this woman's husband's death came, however, Basil finds it not so easy to give her up as he had thought and goes to her in Paris, and Ruth, "The Lady of Scandal," returns to the stage a sad woman, but in outer appearance the same butterfly that had been beloved by members of the stage door fraternity.

Included in the programme is a short picture in technicolour, in which there are some fine dancing and singing. The hero of this film is the young announcer, a little "dipper" of not more than six winters "tugged out" in faultless evening attire and with the mannerisms of a born Barium.

"THE WOLF OF WALL STREET"

With a laugh and a sneer for trouble and a curse for a weakling, George Bancroft drives his way powerfully and effectively in his new starring Paramount picture, "The Wolf of Wall Street," which

opened in the Central Theatre last night.

The bars of Wall Street, "the most fascinating street in the world," are thrown down in this picture. Here we see the inner workings, the operation, the stock broker at his best—or worst. Paramount, ever alert to capture on celluloid that which interests the man in the street to-day, has produced one of the finest pictures seen here for some time.

With two-faced virility, Bancroft portrays the "Wolf" of Wall Street. He is the unscrupulous, self-made, ruthless stock broker who deliberately loses a fortune to keep his faithless wife and her lover from getting it. Intriguing, to say the least, Bancroft's work in this picture further stamps the accomplished actor as the leader in gripping dramatic characterisations.

Bancroft is not without stellar support in his new picture. There are Baclanova, Nancy Carroll, Paul Lukas and Arthur Rankin to share honours with him. Others in the cast are Brandon Hurst, Craufurd Kent, and Paul Guertzman.

Rowland V. Lee, one of Paramount's directors, is responsible for the film. Doris Anderson, Paramount staff writer, wrote the story expressly for Bancroft.

"WITH BYRD AT THE SOUTH POLE"

Two years ago the greatest adventure of modern times—perhaps one of the truly great adventures of all times—was undertaken by a dauntless, courageous group of men. Previously tested by hardships and countless daring undertakings, these men chose to fathom the mystery of what to-day is carelessly called the bottom of the world. They hoped to penetrate through the vast, overpowering barriers of ice mountains to that imaginary point which every school boy knows by name, the South Pole. They were led by a handsome, modest young man, Richard E. Byrd.

When Admiral Richard Byrd planned this trip to the South Pole, Paramount offered the services of two of its camera men to go along and get a permanent record on motion picture film of Byrd's grand adventure. Never before had this been done. The exploits of Amundsen, Noble and Byrd himself, in previous exploration trips to the North and South Poles, had been recorded merely by the written word. People throughout the world had read of these deeds, yet it was almost impossible for them really to understand the drama, the tragedy, and the humour of such exploits.

But to-day, through the efforts of Paramount's camera men, the story (and it is one of the most fascinating stories ever recorded on film) can now be enjoyed by young and old throughout the world.

Paramount has called this picture, "With Byrd At The South Pole." As shown to a selected audience at a New York advance view, where the famous radio favourite and war correspondent, Floyd Gibbons, was the guest of honour, this mighty adventure reaches the heights of superb drama; a vital, vigorous, thorough human story of men who faced eternity for the sake of science; an ideal, a thrill. "With Byrd At The South Pole" is a picture so effectively handled as one, continuous, logical, and dramatic story that it takes its place with the great achievements of the moving picture camera.

The camera men were alive to every situation. There is that thrilling moment when the ice pack cracks and one of the men is swept into a yawning crevasse, to be saved by the quick action of several of his comrades and by the superb courage of one of the men who risks his life in the successful attempt to get to the injured man. There is the tragedy of Spy, a giant Husk's dog, who becomes lame yet persists in following the dog team until unable to go further. Heartbroken, one of the men is forced to kill this loyal animal rather than have him freeze to death. Then, as funny as Charlie Chaplin himself, hundreds of inquisitive penguins stand by at Byrd's camp, hobbling about like courteous head waiters.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/2 15/16
Bank, on demand 1/2 15/16
Bank, on demand 1/8 1/16
Credits, 4 months' sight 1/3 3/4
Documentary, 4 months' sight 1/3 3/4
On Paris—
On demand 770
Credits, 4 months' sight 810
On New York—
On demand 30 1/4
Credits, 60 days' sight 31 1/8
On Bombay—
Wire 84
On demand 84
On Calcutta—
Wire 84
On demand 84
On Singapore—
On demand 53 3/4
On Manila—
On demand 61
On Shanghai—
On demand Tls. 79
Dollar 7 1/4 % dis.
On Yokohama—
On demand 60 1/2
Sovereigns (Bank's buying rate) 1/8 9/16
Silver (per oz.) 16 1/2
Bar Silver in Hong Kong Par. nom.
Copper Cash Nominal
Copper Cents 3 1/2 prem.
Rate of Native Interest 3 1/2 % p.a.
Chinese Sub. Coin 2 1/4 % dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.60 1/2
New York 4.85 17/82
Brussels 34.82 1/2
Geneva 25.07 1/2
Amsterdam 12.06 1/2
Milan 92.76 1/2
Berlin 20.36 1/2
Stockholm 18.09
Copenhagen 18.16 1/2
Oslo 18.16
Vienna 34.50 1/2
Prague 163 3/4
Helsinki 193
Madrid 43.50
Lisbon 108.25
Athens 376
Bucharest 818
Rio 4 1/2
Buenos Aires 38 19/82
Montevideo 89
Rombay 1/5 3/4
Shanghai 1/2 15/16
Hong Kong 2/10 17/32
Yokohama 16 1/2
Silver Forward 16 1/2
Silver Spot 16 1/2
—British Wireless Service

completely unafraid. And, lest it be forgotten, there is Igloo, a fox terrier and Byrd's companion in many explorations, who is the life of the party.

Toward the end of the two years' stay at this camp, called Little America, Byrd and his men uncover the giant Fokker plane which is to make the trip over the South Pole. Men and dogs pull it from its ice hangar. It is oiled, tuned up. Byrd, Balchen, a radio operator, and a camera man get into the plane. There is a moment of casual good-byes and good lucks while strong men hide their true feelings. The Fokker skims over the ice, then gracefully like a monster bird silhouettes itself against the cloud-strewn Antarctic sky. It is a thrilling moment, a sight never seen on earth before.

From the take-off, until Byrd opens the trap door of the cockpit and drops a stone brought from the immortal Floyd Bennett's grave over the South Pole itself, Floyd Gibbons's voice will be heard, describing in detail and in his dramatic style, Byrd's conquest of the Pole, it being the first time that a plane has ever flown over the bottom of the world.

"With Byrd At The South Pole" is a straightforward story telling. There is comparatively little posing by the man. There was too much to do. The whole effect is real, sincere, never for one small minute artificial or falsely dramatic. "With Byrd At The South Pole" is one of the true epics of the camera.

"With Byrd At The South Pole" will be presented at the Central Theatre starting on Saturday.

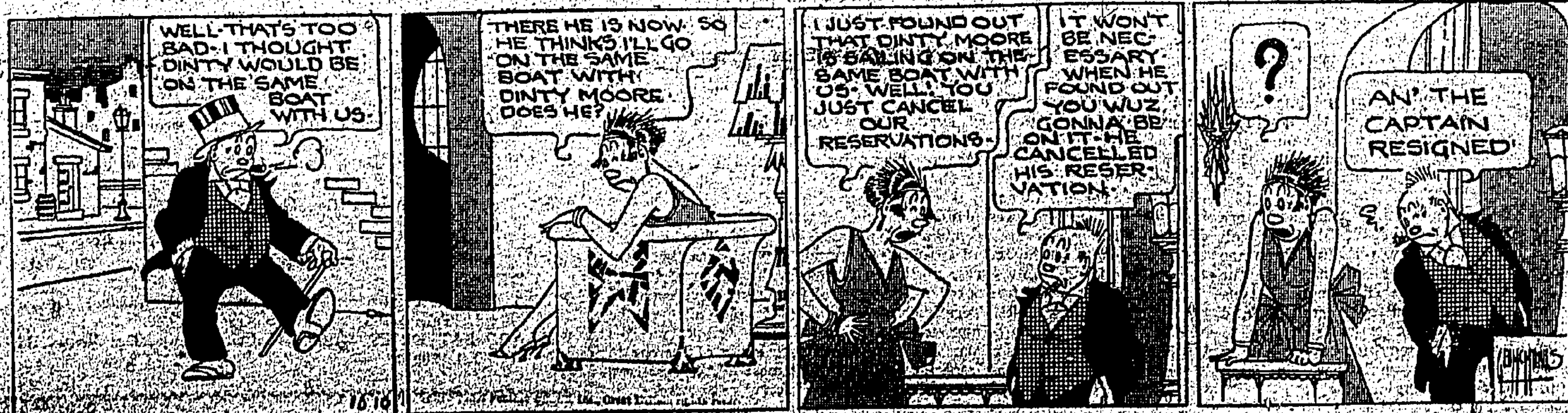
HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 27th Nov., 1930.

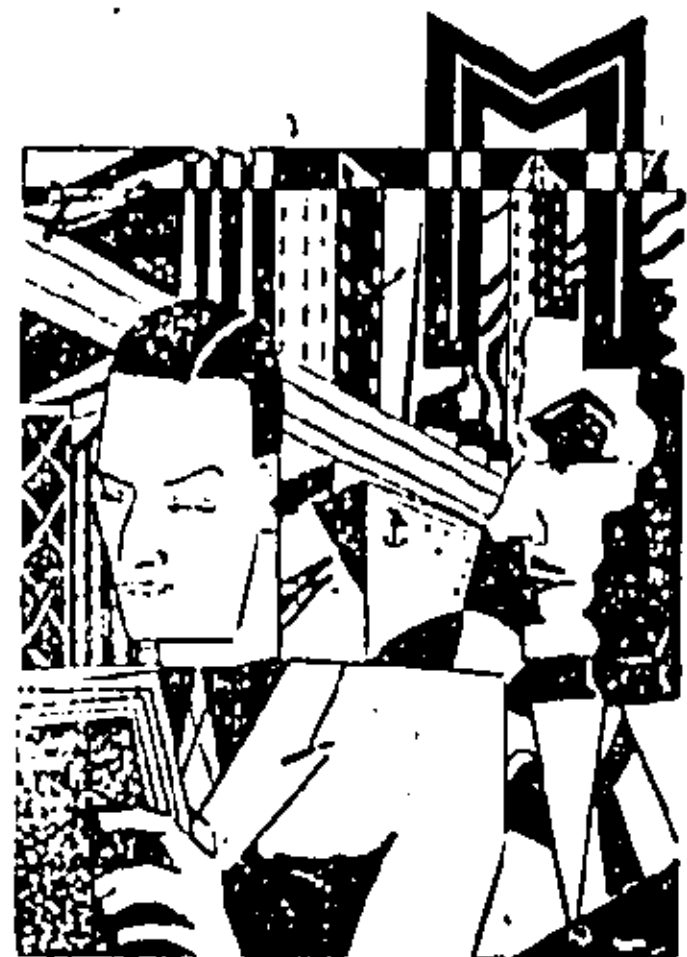
STOCK	Buy	Sell	Sales	Nom.	Yrs.	Last dividend and when paid
Banks.						
Hong Kong Bank	1605	1670	...	Dec.	Interim 25 a/c 1930	Aug. 11, 30
Chartered Bank	...	...	...	Dec.	Interim 7 1/2 a/c 1930	Sep. — 30
Mercantile Bk., A.B.	...	...	...	Dec.	Interim 10 a/c 1930	Sep. — 30
" " C.	...	...	...	Dec.	Interim 10 a/c 1930	Sep. — 30
Bank of Asia	114	...	...	Dec.	88 for 1929	Feb. 28, 30
Insurance.						
Canton Ins.	1165	...	...	Dec.	Final 27 for 1929	May 16, 30
Union Ins.	498	...	...	Dec.	Interim 13 1/2 a/c 1930	May 30, 30
"China Underwriters	3,300	3,380	...	Dec.	None	...
China Fire Ins.	400	...	...	Dec.	Final 22 bonus 80 for 1929	May 30, 30
H. K. Fire Ins.	1160	...	...	Dec.	Interim 13 a/c 1930	Mar. 28, 30
Shipping.						
Douglas	...	...	...	Dec.	Last dividend for 1929	...
H. K. Steamships	31 1/2	...	...	Dec.	81-90 for 1929	Mar. 4, 30
Indo-China (Pref.)	...	...	...	Dec.	Interim 10 a/c 1930	June 19, 29
" (Del.)	...	...	...	Dec.	Last dividend for 1929	...
Shell Transports	...	...	...	Dec.	Interim 10 a/c 1930	...
Union Waterboats	38	...	...	Dec.	81-90 for 1929	Mar. 10, 30
Mining.						
Benguet	9	...	...	Dec.	Interim 15 bonus 5 making 90 cents a/c 1930	Sept. 30, 30
Kailan Mining Ad. s/	...	...	...	June	Interim 1 1/2 free 1/2 tax Coupon No. 37 for 1929	June — 30
Langkat	...	...	...	Oct.	81-90 for year 31-10-30	May 8, 30
S'hai Exploration	...	...	...	Dec.	None	...
" Loans	...	...	...	Dec.	Interim T. 625 a/c 1930	July 1, 30
*Raub	3170	...	...	Mar.	(Second Int. 1-1/2 a/c year 31-3-31)	Pending
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	179 1/2	...	...	Dec.	88 for 1929	Mar. 11, 30
H. K. & W. Docks	...	...	...	Dec.	Last dividend for 1929	...
"China Provident (old)	635	...	...	Dec.	Last dividend for 1929	...
" (new)	255	...	...	Dec.	Interim T. 2 a/c 1930	Sep. 12, 30
Hongkong	281	...	...	Dec.	T. 620 for 1929	Feb. 28, 30
N. Engineering	...	...	...	Dec.	T. 7 for year 29-4-30	July 30, 30
Shanghai Docks	...	...	...	Apr.	7 for year 29-4-30	...
Lands, Hotels & Buildings.						
*H. K. & S. Hotels	11,35	...	...	Dec.	50 cents for 1929	Apr. 7, 30
H. K. Lands (old)	83 1/2	...	...	Dec.	Interim 2 1/2 a/c 1930	Aug. 8, 30
" (new)	83	...	...	Dec.	Last dividend for 1929	...
" Rights	20	...	...	Dec.	Interim T. 3 a/c 1930	July 31, 30
Shanghai Lands	...	...	...	Dec.	50 cents for 1929	May 7, 30
Humphreys	16 1/2	16,20	...	Dec.	Interim 30 cents a/c 1930	Sep. 4, 30
H. K. Realities	9,40	9,40	...	Dec.	85 for year 29-5-30	July 31, 30
Chinese Estates	...	...	...	Dec.	...	...
Cotton Mills.						
*Ewo Cotton	...	12,20	...	Dec.	Final T. 2 a/c 1929	Mar. 17, 30
Shanghai Cotton	...	...	...	Dec.	T. 3-25 for half year 31-10-30	Pending
Zoong Sings	...	...	...	Dec.	T. 0-80 for year 30-4-30	Oct. 11, 30
Public Utilities.						
*H. K. Tramways	19	...	...	Dec.	Interim 40 cents a/c 1930	Aug. 27, 30
Peak Tram (old)	14	...	...	Apr.	80 cents on old for year 1930-1-1-30	June 16, 30
" (new)	...	...	...	Dec.	84 for 1929	Feb. 14, 30
Star Ferry	90	...	...	Dec.	Final 50 cts. a/c 31-10-30	Pending
"China Light (old)	26,85	...	...	Dec.	84 for 1929	Mar. 12, 30
" (new)	26,40	...	...	Dec.	84 for 1929	Mar. 12, 30
H. K. Electric	...	...	...	Dec.	Interim 10 cents a/c 1930	Aug. 1, 30
Macao	...	...	...	Dec.	Interim 10 cents a/c 1930	Feb. 28, 30
Sandakan Lights	...	...	...	Dec.	Interim 10 cents a/c 1930	Feb. 28, 30
H. K. Tels., fully paid	35 1/2	...	...	Dec.	Interim 10 cents a/c 1930	Feb. 28, 30
" part paid	28	28,10	...	Dec.	Interim 10 cents a/c 1930	Feb. 28, 30
China Burs	...	...	...	Dec.	Interim 10 cents a/c 1930	Feb. 28, 30
S'pore (Tramways) (Ord.)	...	...	...	Dec.	Interim 10 cents a/c 1930	Feb. 28, 30
" (Pref.)	...	...	...	Dec.	Interim 10 cents a/c 1930	Feb. 28, 30
Industrials.						
China Sugars	75 1/2	...	...	Dec.	In Liquidation	...
Malayan Sugars	...	...	...	Dec.	Pr. 2 for 1929	Apr. 11, 30
Cald. Mag. Ord.	...	...	...	Dec.	Interim 10 cents a/c 1930	Apr. 30, 30
" Pref.	...	...	...	Dec.	Interim 10 cents a/c 1930	Apr. 30, 30
Canton Iron	3,80	...	...	Dec.	Interim 10 cents a/c 1930	Apr. 30, 30
"Cementa (com.)	18,80	...	...	Dec.	Interim 10 cents a/c 1930	Apr. 30, 30
" (old)	19 1/2	...	...	Dec.	Interim 10 cents a/c 1930	Apr. 30, 30
" (new)	3,20	...	...	Dec.	Interim 10 cents a/c 1930	Apr. 30, 30
H. K. Ropes	10,70	...	...	Dec.	Last dividend for 1929	...
United Asbestos	...	...	...	Dec.	...	...
Stores, &c.						
Dairy Farms C/R	27	...	...	Dec.	81-90 for 1929	Mar. 14, 30
" X/R	25	...	...	Dec.	81-90 for 1929	Mar. 14, 30
" Rights	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Wanau	12 1/2	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Der A Wings	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Lane Crawford	3,70	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Mackintosh	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Sincere	11,00	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Wm. Powell	2,55	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Miscellaneous.						
H. K. Amusement	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
Ch. Entertainment	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
H. K. Construction	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
B. Ind. O.S. Bonds	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
H. K. Govt. Loans	...	...	...	Dec.	81-90 for 1929	Mar. 14, 30
*Speculative shares.						

MAN LOONG.
PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER
Best quality—Prompt attention to Exporters.
Office:—2, Dundas Street, Kowloon. Tel. 57088.
Factory:—2, Godown, Fraya, Dundas Street, Mongkok.



MOTORISTS THIS IS YOUR PAGE



MEN OF VISION

GARGOYLE MOBILOIL'S best friends and strongest adherents are comprised of the shrewdest motorists in the world — people who are analytical of value and whose vision is not blinded by mere low price. They apply investment logic to the purchase of lubricating oil. Price is like an admittance ticket to service not yet performed. The value comes through the character of the service.

Results are not accidental — they do not just happen. They are the effect of a definite cause. That cause is quality. Cutting the quality saves in cost to make, justifying a low price; but reduced quality imposes a lessened value through shortcomings in the service delivered.

Gargoyle Mobiloil lasts longer than cheaper lubricating oils. This makes a difference in yearly cost. Usually this difference alone makes Gargoyle Mobiloil a far greater bargain than cheaper lubricating oils at lower prices. As Gargoyle Mobiloil is more dependable, it is worth a premium in price — for dependability is a vital point in one's satisfaction.

In the itemization of details which comprise good service as a whole, quality lubricants, as a rule, give full satisfaction on each of these service details. Cheap lubricants only partly serve — they do not completely meet each of the little exactations that the user, who wants good service, has a right to expect. Gargoyle Mobiloil keeps the user free from petty annoyances, inconveniences and extra costs.

Gargoyle Mobiloil therefore costs not only less to use, insofar as cost of ownership goes, but it represents greater worth from the standpoint of specific advantages in results.



VACUUM OIL COMPANY

BRITISH CARS.

Must Look to Export Market.

It is probable that, when the full returns for the year are available, a reduction in the number of new cars registered will be shown, as compared with last year. The registrations for the first six months of the year were only 91,460, as compared with 99,822 for the corresponding period in 1929, and it has been suggested in some quarters that these figures indicate that the British market is approaching the saturation point. A more obvious explanation, however, is that the majority of potential purchasers are affected by the severe period of trade depression through which the country is passing. It might, in fact, have been anticipated that a much heavier drop in the sales of new cars would occur than that shown by the figures available to date, and it is certainly fortunate for the manufacturers that such a large number of people appear to regard a new car as one of the most easily justified items in their expenditure. If the exceptional rate of depreciation on cars is considered, as compared with the majority of new cars are to be seen on the road, and the number of persons who spend about one-sixth of their income on their car must be very considerable. The depressing September general trade figures suggest that the country has by no means reached the bottom of the downward path, and although the motor industry is one of the last to be affected, a further drop in home sales may reasonably be anticipated.

In these circumstances motor manufacturers must look to the export trade for a large proportion of their turnover, if they are not to share the fate of so many firms in other branches of industry, and it is satisfactory to note that a number of the leading makers are fully alive to this fact. The exports for the first seven months of the year, excluding motor cycles, were valued at £5,175,276, the highest figure ever recorded for a corresponding period, and consideration should be given to the fact that the figure would have been still higher had not a number of cars of British origin been manufactured abroad. We understand that the Austin-Sevens factory in America, although only starting production in May, has been turning out 200 cars a day, and that it is anticipated that an output of 500 cars a day will be reached in the near future. The increase in exports has been brought about, in part, by improvements in roads abroad, making them more suitable for our standard products, in part by British makers designing cars more suited to typical colonial conditions, and, in part, by instilling more vigour into the sales organisations representing home firms in the foreign markets themselves. It is not too much to hope that these factors, continuing to operate in our favour, will double or treble our exports in the next few years.

As the British manufacturer is at present in a position to build a motor car which will give a long service life, it is not surprising that a vehicle which, without being

SERVICE POLICY.

Competent Mechanics for Lincolns.

When the owner of a Lincoln takes to the high road, he does so with the comforting assurance that he will always be within easy reach of Lincoln service facilities.

Under the Lincoln policy of service, approximately 750 authorised dealers throughout the United States have been made responsible for their actual service and maintenance at standards worthy of the Lincoln car. These dealers are to be found not only in the larger cities, but also on the main travelled roads and transcontinental highways.

Every authorised Lincoln service station employs competent mechanics who possess a complete understanding of the car. All authorised service dealers carry adequate stocks of Lincoln parts. Every such service station is equipped with a complete set of Lincoln-designed service tools. Flat rate repair charges, based upon scientific time studies, insure uniform charges.

In addition to these stations, maintained for the convenience of Lincoln owners both at home or on tour, there are approximately 9,000 Ford dealers whose interest in the Lincoln prompts them at all times to render every possible assistance to owners. This insures at all times an efficient, dependable, reasonably priced service which adds to the security and comfort of Lincoln ownership.

suitable for the home market, is yet capable of withstanding the rougher service associated with colonial use, are undoubtedly considerable. The chief difference between such a car and its foreign competitors lies in the cylinder dimensions, and in this connection, it is greatly to our advantage that the decrease in running costs obtainable from the engine of British type is being more and more appreciated abroad. It is as well to realise, however, that there are still a number of markets for which engines of American type are considered to be essential, and it is somewhat a waste of time to produce an engine having a long service life, which will not be such

IMPROVED WHIPPET

Popular Car in Lowest Priced Field.

The most popular low priced car ever presented by Willys-Overland, the Whippet Four, is making a further step forward in its class through a series of important mechanical improvements for longer life and artistic advancements which are expected to bring it to an even greater peak of popularity than heretofore attained.

Although the popular Whippet has kept ahead of current design and performance each year since its introduction more than four years ago, the improvements now incorporated in the car are the most advanced ever made in any one year.

The fundamentals of the Improved Whippet are practically the same as its predecessor, while the new details which have been added give it greater beauty, increased riding comfort, exceptional smoothness, safety and longer life with no increase in price.

With a successful background of more than four years, the Improved Whippet now brings added features to the field of the lowest priced cars in addition to those mechanical advancements first incorporated in the original Whippet. It has been the aim of the company since the first Whippet to make only those refinements from year to year that were necessary in order that this car might retain the position of mechanical superiority it has established. It is pointed out that the original Whippet in design, performance, quality, economy and long life, was so far in advance of the times that major changes have been unnecessary.

The improvements incorporated in the current model include front and rear double acting hydraulic shock eliminators; internal 4-wheel brakes, fully enclosed; engine mounted in rubber to absorb vibration; adjustable front seat in sedan; Klaxon horn mounted on front fender behind head lamps; new couch-type upholstery; flashing exterior colour combinations; newly designed lamps, hub caps and radiator filler cap.

These advancements are in addition to the other well known Whippet features of powerful, speedy, high compression motor; "Finger-Tip Control," full force feed lubrication; silent timing chain; oversize tyres, and extra heavy and long connecting rods.

In performance the Improved Whippet maintains the same high standard of speed, power, smoothness, acceleration and economy while the comfortable riding qualities have been enhanced through the incorporation of hydraulic shock eliminators, front and rear.

Although the body lines in reality are unchanged, the improved car has a distinctly different appearance. This is accomplished in part by the adoption of entirely new exterior colour schemes with the outside of the roof matching the body paint. The appearance also is aided by the new arrangement of the hood louvers.

A new touch of beauty and comfort in the interiors is obtained by the use of the new couch-type upholstery. Another feature of convenience is the adjustable front seat in the sedan. By means of a readily accessible turn-screw, the seat may be moved forward or backward to suit the driver's favoured position. This feature is one appreciated by women drivers who sometimes find the distance from the seat to the clutch and brake pedals unsuitable for comfortable driving.

A marked improvement is noted in the new Whippet braking equipment. The brakes are the two shoe, Bendix Duo-servo type, internal expanding and fully enclosed. They operate by cable and conduit control instead of the usual ball-and-lever. This advanced construction eliminates brake rattles in addition to providing a superior brake which enables the driver to have his car under complete control at every driving range. Tests over all kinds of roads have shown that the use of the double acting hydraulic shock absorbers provides exceptional riding comfort and removes dangers of hard jolts which are common, especially over improvised detours and rough city or county pavements. No detail has been overlooked to provide smooth and quiet operation of the engine. In the Improved Whippet a greater degree of smoothness is obtained by the special mounting of the engine. At all

FORD CHAT.

Glass in Ford Saved Lives of Policemen.

Two policemen in Terre Haute, Ind., probably owe their lives to the shatterproof glass in the windshield of their Model A Ford. In a gun battle with a trio of bandits four direct hits were made on the Ford, two of them on the windshield. The two bullets were imbedded in the glass.

Ford Immersed 12 Days Runs Under Own Power.

After 12 days immersion in 15 feet of water under the ice of Fernan Lake, not far from Spokane, Washington, a Ford coupe, owned by the Municipality was recently recovered and driven back to the city under its own power.

City officials were driving the car across the lake when it plunged through a thin layer of ice. They scrambled to safety, but before any attempt could be made to retrieve the Ford, it was necessary to wait until the ice hardened sufficiently to support the lifting apparatus.

After the car had been raised by a derrick the water was drained from the body, crankcase and fuel tank. It was towed two miles to a Ford dealer in Coeur d'Alene, Idaho, where a new battery and carburettor bowl were installed. Then supplied with fresh gasoline and oil the car was driven 35 miles to Spokane.

Ford Car Wins in Road Run in Peru.

Model A Ford cars recently won first and third places in a 100 kilometre race held in Peru under the auspices of the Federation of Chauffeurs. The winner was given a gold watch by the President of the Republic. The race was over the Amancas Road, a tortuous route which afforded a difficult test of the durability of both cars and drivers. Six cars participated.

New Yorker Drives Ford 13,000 Miles in 60 Days.

A trip of 13,000 miles across the Continent and back in 60 days was made recently by William B. Putney, 3rd, of New York, in a Model A Ford. Mr. Putney drove north to Calgary and Banff, then south to Seattle and Los Angeles, and east via the Grand Canyon, Kansas City, and St. Louis. "We averaged better than 20 miles to the gallon," he reported. "Not counting a day at Grand Canyon, we drove home to New York from Los Angeles in just eight days. The car was extremely economical to operate, comfortable and speedy."

All Ford in British Run Awarded Medals.

Every Ford car entered in the recent London to Exeter run in Britain received an award. Of the five Ford entries there were given gold medals, one a silver and one a bronze medal.

Only 12 gold medals were awarded in this class which included the Ford and which numbered 67 entries in all. With three of the 12 gold medals to their credit, therefore, the Ford had the best percentage in that class of any other make of cars.

points of its contact with the chassis, rubber insulation is employed which results in smoothness, absence of minor vibrations and renders the car exceptionally pleasant to drive.

The successful use of the full force feed lubricating system in the Whippet for more than four years also is retained. By means of this type of oiling, the driver is assured of adequate lubrication of all engine parts.

"Finger-Tip Control," which is used on all Willys-Overland products and has won so much wide acclaim among hundreds of thousands of owners, also is used. This enables the driver to control the starting of the engine, operation of the lights and sounding of the horn from a single control button in the centre of the steering wheel. The hundreds of thousands of Whippets that have been placed in the hands of buyers in the past four years have travelled many millions of miles all over the world and it is a tribute to the mechanical superiority of the car to point out that most of the first cars sold are still in active service.

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PISTON TROUBLES & THEIR CAUSES.

Piston troubles, or at least obvious ones, are, considering the light weight of the modern piston and the speed at which it travels, comparatively rare, but with a certain amount of care in driving and in watching the lubrication even the few cases which come to notice can be eliminated or at least considerably reduced.

Manufacturing methods of the present day have developed to such a high standard that a faulty piston is almost unknown, and, we must, therefore, look to the driver of the car to keep these hard-worked units at their normal operating efficiency. Being tucked away inside the engine, the pistons are rarely seen, and because of this few drivers give them more than a passing thought. An idea of what they have to perform may serve to bring to light a few reasons as to why these parts of the engine should have considerable attention. Speaking broadly, the piston is the hardest-worked part of the motor. It is thrown up and down, violently pushed and pulled by the forces produced by the explosions and by its own inertia, heated by flaming gases, and forced to rub against the cylinder walls by a heavy side pressure. Under these conditions it covers a surprisingly big mileage, so that when the car has done 10,000 miles each piston has travelled in the vicinity of 5,000 miles up and down in the cylinder. Considering the load which it carries, its difficult duties of preventing gas from escaping down into the crankcase, and oil from passing up into the combustion chamber, and the very great difficulty of lubricating sliding surfaces subjected to high temperatures, the average piston performs its work with a marked amount of success.

Aluminium Pistons.

There is a marked tendency on the part of many drivers to ascribe all piston troubles which have occurred during recent years to the change over from cast iron to aluminium alloy. Those who think on these lines are apt to forget that

in the same period of time a tremendous advance has been made in the power obtained from a cylinder of given size.

An increase in power can be obtained in two ways, both of which have been very fully used. The first consists of increasing the compression ratio, and the second of increasing the engine speed, or, to put it plainly, increasing the power of the explosion and getting more explosions per minute. It must be obvious that this development results in a twofold increase in the load carried by the piston. First, there is a direct increase due to the higher gas pressures and to the higher temperatures, and there is the increased inertia load caused by the higher speeds. A piston must be stopped and restarted at the end of every stroke, and this requires very big forces, often amounting to over a ton when the engine is turning over at high revs. To meet the situation, and to bring the loads carried by the bearings inside reasonable limits, designers have been forced to reduce the weight of the piston as much as possible.

Troubles.

Getting back to the troubles which have been experienced with pistons in heavily-loaded engines, these may be divided into three classes—piston slap, rapid wear, and heavy oil consumption. Before describing the ways in which an owner can safeguard the pistons, it would perhaps be as well to consider these troubles and their causes.

All ordinary metals expand when they are subjected to heat, and the rate of expansion is greater for aluminium alloys than it is for cast iron. Consequently, in order to prevent a piston from seizing while hot the clearance between the skirt and the cylinder wall when the engine is cold must be in the vicinity of .005 in. in a cylinder with a bore of about three inches. It is well known that an audible tap is produced if the clearance gets in excess of .003 in., so that it will be seen that it is exceedingly difficult to prevent such a tap from being

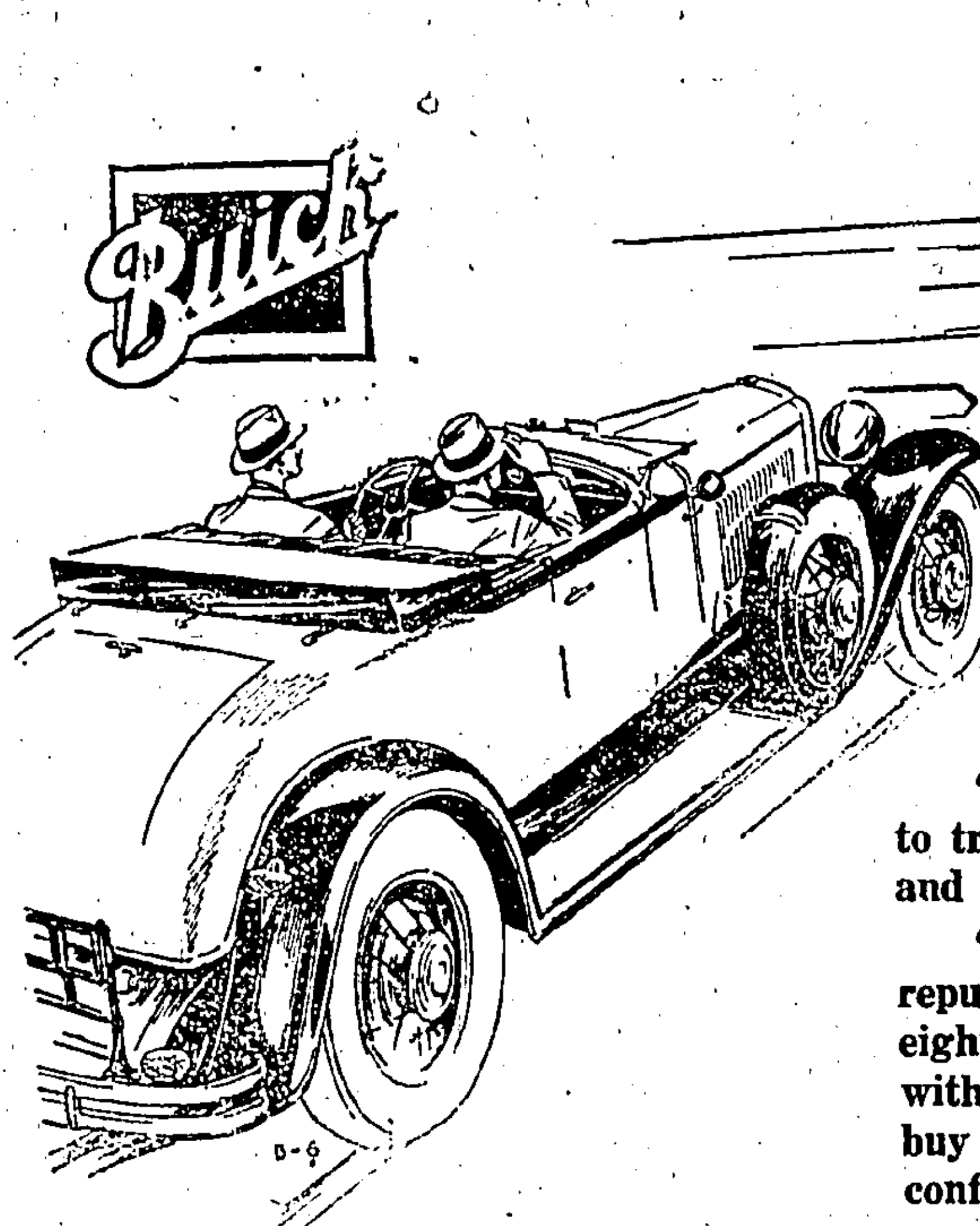
heard when the cold engine is started after a slight amount of wear has taken place. This has been remedied to a large extent by the use of Invar Strut pistons, which allow of a comparatively close fit. Next, there is the big subject of piston lubrication. The oil which the cylinders receive is almost wholly derived from the spray or mist produced by the big ends. The pump feeds the lubricant to the crankshaft, and the oil travels through the passages in the shaft to the big end bearings. The surplus escapes from the ends of these bearings and is thrown round by the whirling action of the shaft, so becoming deposited upon the exposed lower surfaces of the cylinder walls.

The piston in moving up and down obtains its lubrication by picking up oil deposited in this way. It is essential that it should receive sufficient lubricant; oil is cheaper than new pistons and reground cylinder blocks. On the other hand, only a very slight excess is needed to make the difference between a reasonable oil consumption and one open to criticism as being too heavy.

Piston rings are, of course, provided to hold the compressed gases and also to prevent oil pumping, many pistons having special oil rings to control the amount of oil reaching the upper part of the piston.

This scheme works well enough so long as the rings fit closely in their grooves, but when a certain amount of up and down play develops a pumping action takes place, which leads to a rapid increase in oil consumption.

This is one of the most important causes of high oil consumption, the oil being delivered to the combustion chamber, where it is burnt. The pumping pressure which the rings develop is surprisingly high, and consequently, contrary to popular belief, the pressure above the piston is not of much moment. In other words, the amount of oil burnt when the engine runs at full throttle is almost as great as when the throttle is closed, and when considerable suction is developed on the inlet stroke it is popularly supposed to



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assist oil to pass the rings. It is true that the characteristic blue smoke disappears under full throttle conditions, but this is mainly due to the fact that the cylinder temperatures are then sufficiently high to burn the oil.

Apart from wear of the rings and grooves, there is the general wear, which gradually makes a piston a slacker and slacker fit in the cylinder. With cast-iron pistons this wear is more or less confined to the area that is swept by the rings, but in an aluminium piston wear occurs throughout the stroke. It is, however, mainly the relatively tough cast-iron cylinder which suffers, very little change occurring in the size of the piston.

How Pistons Are Ill-Treated.

There are many ways in which the owner-driver can ill-treat the pistons of his engine. In the first place, very few people take sufficient care over the essential process of running-in a new engine. It takes quite an appreciable time to produce a good working finish on the rubbing surfaces of the pistons and cylinders, and, until this is obtained, overdriving is bound to harm the parts, even if it does not actually cause seizure. If the engine gets anywhere near the seizing point the aluminium becomes very soft and is apt to be badly scored, or rubbed, so tending to fix the rings in their grooves, and, of course, to ruin the bearing surface.

Next there is the matter of lubrication. In a new car the big ends fit so tightly that the oil escaping from them is not quite as much as is required for fast work. It is, therefore, a good plan to add a little lubricating oil to the fuel when the engine is new. This oil is fed through the carburettor, and effectively aids the lubrication of the upper parts of the piston and cylinders. Supposing that a car has been run in with due care, there remains the duty of giving the pistons a chance to prove durable. By far the most common form of ill-treatment consists of starting the cold engine and forcing it to propel the car. It cannot be too strongly emphasised that this procedure may cause as much wear as, perhaps, 500 miles of ordinary running on the road. When the engine is cold, particularly in the winter, the oil is sluggish, and it may be as long as half a minute before any reasonable quantity is thrown off the big ends. During this period the pistons, with their stiff scraper rings, have rapidly removed most of the oil from the cylinder walls, a process which is aided by the wet petrol mixture drawn in. Consequently, bone dry pistons and rings are rubbing up and down for about half a minute before anything like adequate lubrication commences. If, during this period, the engine is allowed to idle, no harm will be done, but if

it is made to drive the car the parts will become heavily loaded, and the rate of wear is naturally very great indeed.

A minor point, but one well worth remembering, is that, in addition to draining and refilling the sump, it is as well to have it entirely removed, say, every six months, so that every particle of sludge may be removed. Air cleaners and oil purifiers are, of course, of great service in preventing rapid contamination of the lubricant.

Another kind of misuse can best be described as overdriving. An engine should be treated with a reasonable amount of consideration. Unduly high speeds in the intermediate gears produce excessive loads on the reciprocating parts, and, of these, the pistons suffer most.

High Oil Consumption.

The causes of high oil consumption after the engine has been in service for some time should be fairly obvious. Wear will have increased the working clearance of the big ends, so that a relatively large amount of oil is thrown up into the cylinders; wear of the rings in their grooves, and of the cylinder bores will render these parts incapable of preventing much of this oil being pumped up into the combustion chambers.

When the rate of oil consumption shows a noticeable increase, it is not at all a bad plan to have the sump removed and the big ends taken up. This alone may check the oil consumption for some time, but eventually it will be necessary to have the cylinders re-bored and new pistons and rings fitted. Of course, if examination shows that the piston clearances are not excessive, it may be sufficient to fit new rings, including a scraper ring available.

LIGHTEST METAL.

**Motor Bearings That
Will Not Wear Out.**

Motor cars with bearings which will not wear out may be placed on the market in the near future as the result of the discovery of large deposits of lithium in South-West Africa.

Lithium is the lightest metal known, and has a specific gravity of not much more than half that of water. It is understood to be the chief element in a new aluminium alloy which is much lighter than pure aluminium and nearly as strong as steel, and which will stand in definite wear as a bearing material.

Already thousands of tons of ore have been mined, and the deposits in the mine working will not be exhausted for many years.

CAR DESIGN.

**New Features in 35
Years.**

The development of the touring car may be said to have commenced about 1880, when the petrol engine first became a commercial success, although it was not until after the repeal of the Locomotives on Highways Act in 1896 that the construction of such cars was taken up seriously in Britain. Some of the earlier cars had the major components arranged in the sequence:—radiator, engine, clutch, gear box, propeller shaft, and rear axle, the final transmission and the differential both being of the bevel type. The gear box incorporated two or three ratios with clash engagement; Ackermann steering was employed, and the chassis was carried on semi-elliptic springs fore and aft. It is decidedly striking that this layout has withstood the test of time so successfully that the details given would serve as an outline specification for the majority of modern cars. In his Presidential Address to the Institution of Automobile Engineers, Sir Herbert Austin enumerated a number of additional features which have characterised design during the past thirty-five years, and suggested that the adherence of modern manufacturers to the conventional layout given above was due to stabilisation of design, made necessary by, or consequent upon, mass production to obtain a low manufacturing cost.

It may be pointed out, however, that the influence of this factor has only become preponderant in the last few years, and that there has consequently been a considerable period in which designers had freedom to develop unconventional arrangements. This freedom has, in fact, been exercised from time to time, but with one or two striking exceptions, a return has always been made to the conventional layout. It therefore appears rather more likely that the pioneers were gifted with very considerable acumen, and that the arrangement adopted by them is, upon the whole the best that can be devised for a vehicle to meet the needs of the ordinary individual. Such a vehicle is essentially a compromise between first cost, running costs, and accessibility, and it need not be suggested that the conventional arrangement is necessarily the best; if some unusual feature, such as ability to negotiate rough ground, is to preponderate. Another factor which it is impossible to neglect, is that of fashion, and it must be admitted that dislike of the unknown on the part of the public has resulted in the disappearance of many promising designs.

Perhaps the most interesting part of Sir Herbert's address was that dealing with weight reduction. It was suggested that the road vehicle of the future will have many less parts, and although automobile engineers will be in general agreement that this is an ideal to be aimed at, it is difficult to foresee how it can be achieved. The chief point made by Sir Herbert was that the construction of the body and chassis as practically independent units resulted in redundant parts and needless weight, but this point has certainly not been overlooked by manufacturers, and the fact that so little has been achieved is sufficient indication that the problem is very difficult of solution. The greatest difficulty in designing a frame which shall serve to house both the body and chassis components is presented by the break in continuity, represented by the doors, but the loss of accessibility is also likely to be serious. It is only necessary to imagine the inconvenience of undertaking a chassis overhaul without taking off the body to appreciate the difficulty that the designer would have to overcome. As regards weight reduction in other directions, we have previously expressed the view that chassis frames could be made very appreciably lighter at only a slight increase in cost by employing open side members, that is, members of greater depth with the majority of the web punched out, leaving only isolated bridges between the top, and bottom flanges. Weight reduction by the employment of wire wheels, high-speed engines, steel stampings, and light aluminium alloys, has been practised to a greater or lesser extent for many years, and it is not easy to see that the application of such devices on a greatly increased scale is possible without an increase in cost, which, when all is said and done, is the controlling factor in designing for a large market.—Engineering.

A COMPLETE SHOW REPORT.

Since 1920 no journal, with the single exception of The Motor, has attempted to produce and publish in one issue a complete, alphabetical report of the Show, classified in many sections, and covering every exhibitor's stand.

The number contains about 132 pages of reading matter and the announcements of practically the entire motor industry. It constitutes such a complete guide to the reader as to the trend in every direction of the industry, including this year the motor boat and garage servicing sections, that as a reference book for the driving the whole year it is invaluable.

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DISARMAMENT.

CONSIDERABLE PROGRESS IN
GENEVA.

BRITISH AMENDMENT.

London, Yesterday.
Considerable progress has been made in the last few days by the Preparatory Disarmament Commission at Geneva.

This was continued yesterday, when it was decided to close the second reading of the draft Convention, during which several difficult issues were surmounted. The third-reading will begin to-day, on the text of the Convention as it now stands.

A British amendment to Article I, on publicity of expenditure, was adopted yesterday. It provided that each of the high contracting parties will communicate to the Secretary General of the League a statement in the modes of the form showing the actual total amount expended on the land, sea and air forces during the preceding financial year. It shall at the same time communicate to the Secretary General a statement showing the amount actually expended during the preceding financial year on the upkeep, purchase and manufacture of war material, as defined in the Convention.

The Article concerning naval effectiveness was also accepted. It proposed that tables relating to naval effectiveness should indicate the total of naval forces in the form of aggregate figures for officers, non-commissioned officers and men together.

It is understood that separate particulars will be furnished in an annual statement of the number of officers and men who have completed a certain period, to be decided, of active service.—British Wireless Service.

END STAGNATION.

CORRUPTION AND NEGLIGENCE
IN CHINA TO GO.

CHIANG'S DETERMINATION.

Nanking, Yesterday.
Marshal Chiang Kai-shek, addressing Ministers and other high Government officials, deplored the present state of affairs within the Government, and announced his determination to end "the present state of lethargy and stagnation, and deal sternly with officials guilty of corruption or negligence of duty."

He deplored the fact, that since its establishment, the Nanking Government had been handicapped by administrative inefficiency. He recognised that the civil war had exhausted the country's resources, and thereby made enforcement of the political programme extremely difficult, but with complete liquidation of the rebellion, and improvement in the Government machinery, officials had no excuse for shirking their responsibilities.

Inactivity must cease, else the Government's heavy and progressive programme was doomed to failure. Officials one and all must realise that they form part of the Government as an entity, and so long as the officials fulfilled their duties, none need have apprehensions; but the negligent and corrupt would meet with stern punishment.—Reuter.

ANTI-SOVIET PLOT.

ALLEGATIONS OF FOREIGN
INTERVENTION.

BRITISH AIRSHIP!

Moscow, Yesterday.

According to the official agency, an accused named Ramzin confessed that the French intervention committee, headed by General Janin (of the General Staff) and the British General Staff represented thereon in France, had not planned to send armed forces but military instructors, and perhaps naval airships, while Poland and Roumania would supply the actual military forces and the remnants of the White Russian armies abroad would be utilised.—Reuter.

FLYING IN AFRICA.

Rugby, Yesterday.

The Royal Air Force West-African flight, which visited Bathurst and toured Gambia, returned to Khartoum yesterday.—British Wireless Service.

UNDER FIRE.

SECOND OFFICER OF A STEAMER
WOUNDED.

YANGTZE INCIDENTS.

Peking, Yesterday.
The latest foreign ships to come under fire on the Yangtze is the Fuhwo, whose Second Officer has been wounded in the thigh.

It is generally felt that only a big land campaign, which will completely suppress the Reds, can make the River safe.

Bandits who recently captured Siangyin are now attacking Liulingtan, while others are moving into West Hunan. The area where launches usually ply between Changsha and Changteh is now unsafe. Taoyuan is also believed to be endangered, as well as other cities in West Hunan.

Two Americans and other missionaries formerly at Taoyuan are safe, but there is anxiety regarding twenty Americans in Shenchow and elsewhere in Western Hunan, who are at present safe, but if the bandits move thither, it would be very difficult to evacuate them.

The Chinese and foreign authorities are again in touch with Fathers Laffen, Lineham and Fernandez, hence there are some hopes that they may be released.

The vernacular papers state that twenty thousand Reds are surrounding Kwangshan, in Honan, and no news of the safety of five foreigners there has come to hand. They also state that the Reds are gradually moving against Sinyangchow.—Reuter.

RUBBER INDUSTRY.

FIVE FRENCH ESTATES
CLOSING DOWN.

Amsterdam, Yesterday.

The Handelsblad learns that five French rubber estates at Tapan-cell, West Sumatra, are closing down for two years; which will mean a yearly reduction of 1,800,000 kilos of rubber exported from the Dutch Indies.—Reuter.

ECONOMIC CONFERENCE.

Geneva, Yesterday.

The plenary sitting of the Economic Conference resolved to extend the date for ratifications of the Commercial Convention, concluded last March, until January 25, 1931.

Eight nations, all European, have hitherto ratified it.—Reuter.

CENTRAL THEATRE

TO-DAY TO FRIDAY

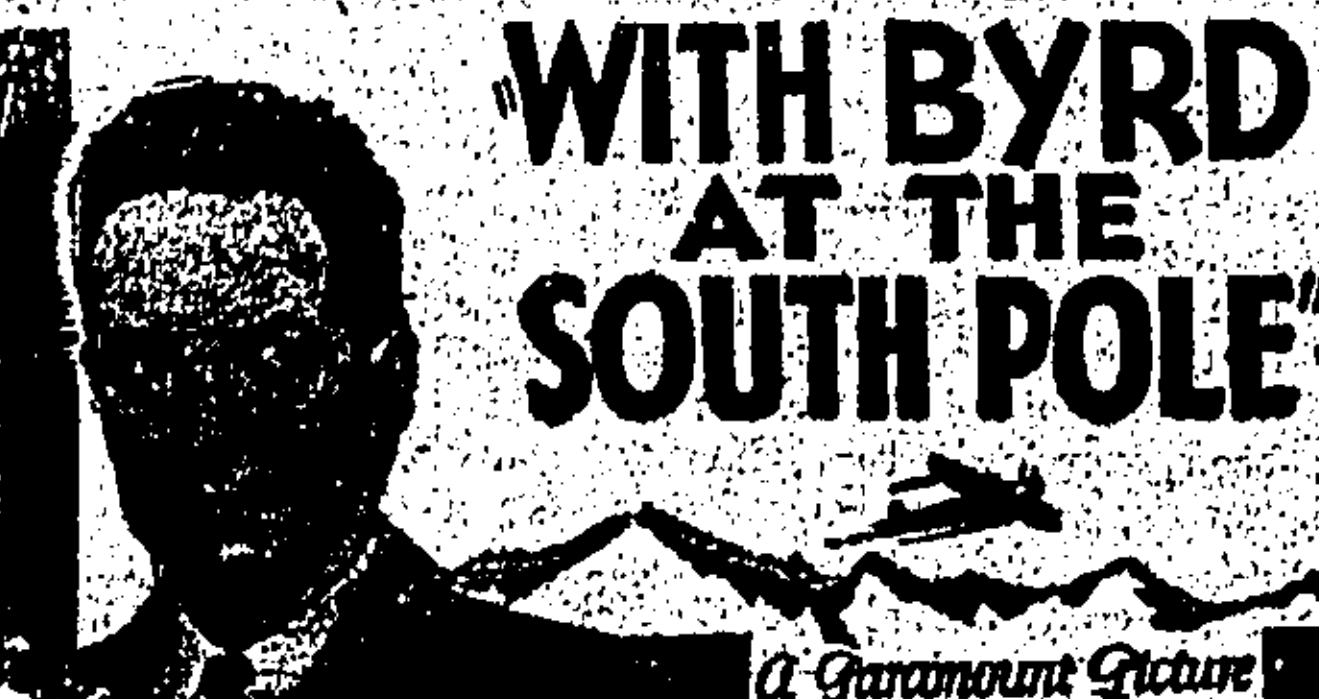
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